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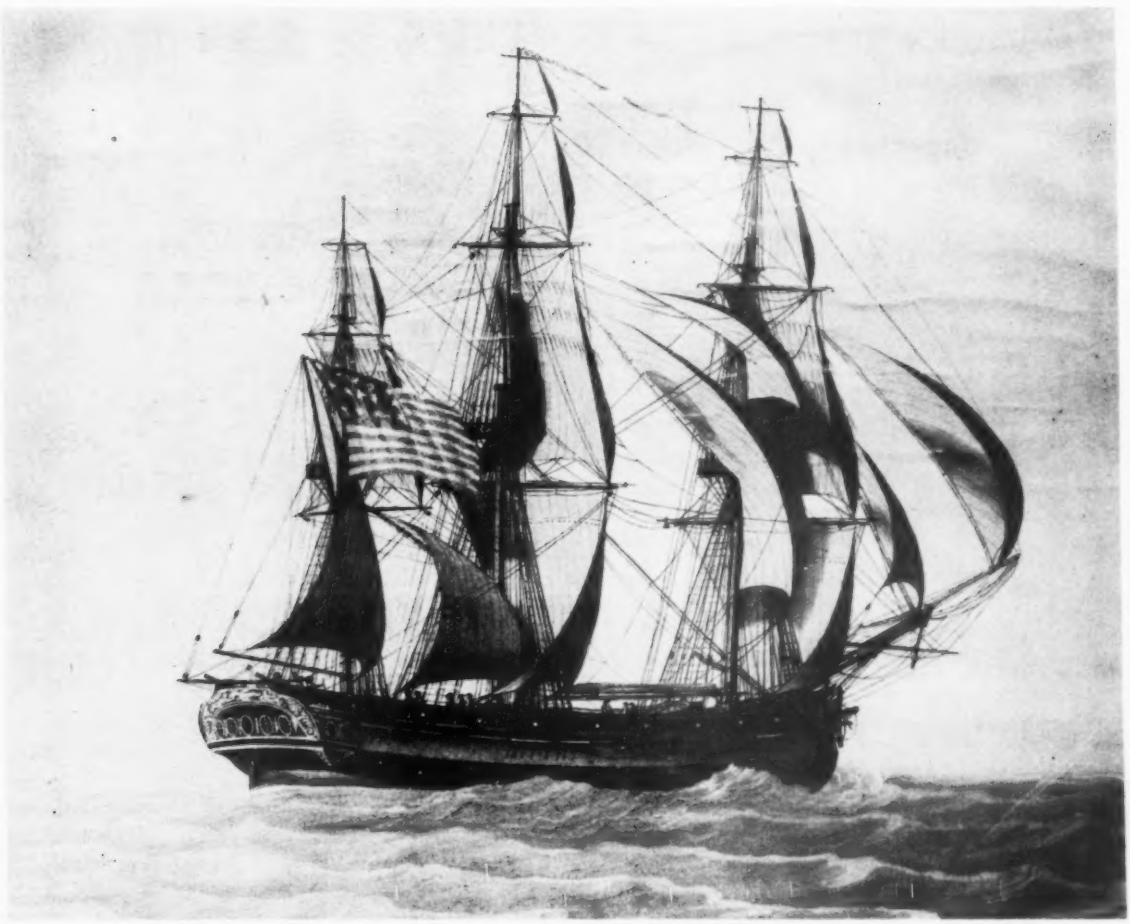


Ship RECOVERY of Salem returning from Mocha on the Red Sea
- circa 1800 -
Owned by Hon. Elias H. Derby * * Luther Dana, Commander
Photograph from files of the Smithsonian Institution

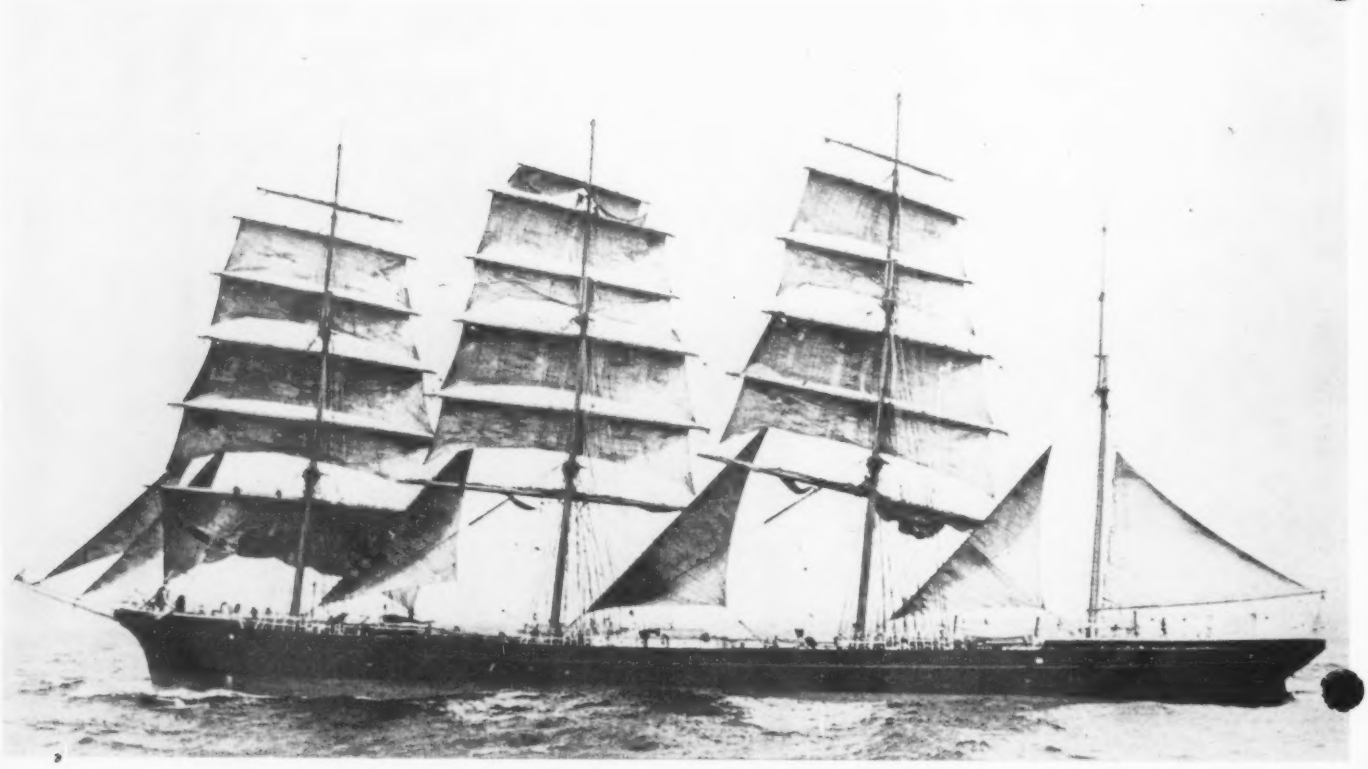
AMERICAN OIL SHIPS PART 3 - ACME

By Frank W. Thober

While the ASTRAL was still on her maiden passage to Shanghai, the ACME, second of the three sister ships built by Arthur Sewall & Company for the Standard Oil Company, was launched at Bath on May 21, 1901. She was christened by Miss Annie J. Pitou, daughter of George W. Pitou, an official of the Oil Company's foreign shipping department.

The ACME had a much more eventful life than her older sister, being involved in two accidents that came very near to ending her career, as well as several minor ones. She was the only one of the three to meet a violent end, being wrecked on the coast of Japan while owned by the Alaska Packers Association.

Her sailing record was both better and worse than the ASTRAL'S. Under Captain McKay, who had her for almost four years, she made most of her good passages. There were few sailing vessels afloat at that time that could have beaten these performances. But in her early years under Captain Lawrence she made consistently long passages, while her last Standard Oil master, Captain Park did somewhat better than Lawrence but not nearly as well as McKay. According to Captain Thomas W. Sheridan, who served as an officer under both McKay and Park, her fine sailing records under McKay were no accident, but were due to his hard driving and skillful handling of the ship. He appears to have been the only master able to get the best out of these ships.



STAR OF POLAND ex ACME while owned by the Alaska Packers Association
Photograph loaned by Harold D. Huycke

Captain Sheridan has furnished some data about the ACME which will supplement the description given in the first article of this series (Nautical Research Journal Vol. 8, Pp. 1-10). He reports that when he was on her she was painted lead color with a red stripe. Other reports and some photographs indicate that the ships were painted white, as stated previously. It is likely that they were painted different colors at different times. The ACME had six very efficient double purchase capstans which were used as an aid in heavy hoisting and heaving - and must have been very welcome considering her small crew and large spars and sails. The forward house contained the forecastle, the galley, the donkey engine, the cook's and steward's quarters, and the carpenter's shop. In the midship house were the petty officers' quarters, the sail locker and the upper ends of the water tank. In heavy weather, Captain McKay used triangular main and mizzen courses. These had a heavy steel cable as a tack leading to a runner about five feet long just forward of the mast. They were real labor savers as they made it possible to brace the yards or tack without the heavy work of handling the sheets and tacks or hauling up these sails. Similar sails were used by the Swedish ABRAHAM RYDBERG when she was in the Australian grain trade in the thirties. On her jigger mast the ACME usually carried only a triangular spanker, but in very light weather a ringtail, rigged from the gaff to the end of the spanker, would also be set. Another light weather sail sometimes used by Captain McKay was a sort of stunsail - actually a spare jib or staysail set from the fore upper topsail yard to a boom rigged out from the weather rail.

The Building of the ACME

The principal dimensions and other particulars of the ACME were as follows:

Type of vessel	Steel four mast bark	Cost	$190,000
Length	332.2 ft.	Official number	107,655
Beam	45.4 ft.	Signal letters	KQVT
Depth	26.1 ft.		
Gross tonnage	3288	Class	American Bureau
Net tonnage	2987	of Shipping	Class 1, 20 years
Number of decks	2		
Cargo capacity	5000 tons	135,000 cases of oil	

She was built under the supervision of Thomas Spence, Superintendent of Sewall's yard. Those in charge of the various parts of her construction were Joseph Dean, boss riveter, John A. Small, foreman machinist, Henry E. Preble, master joiner, Frank Gallagher, master carpenter, Leonard H. Gibson, master blacksmith, and Francis Deloche, rigger.

Her first master was Reuben S. Lawrence of Malden, Mass., a native of Dresden, Maine. He was an experienced shipmaster having been almost twenty years in command of wooden Down Easters. His first command was the COLUMBUS on her last voyage before she was sold foreign in 1883. He then had the TRIUMPHANT until she was lost in 1887, and from 1888 until 1900 was master of the JOHN CURRIER. The three were all large full riggers of around 2000 tons and were considered among the finest wooden ships of their time. Captain Lawrence had a very successful career in these ships, making consistently good passages and keeping them free from serious accidents, except for the loss of the TRIUMPHANT. And this loss was probably caused, in part at least, by a severe battering she had received when driven ashore in the Mersey before her last passage. But he, like some other shipmasters, apparently found a 3000 ton four master a little too much for him.

On July 1, 1901, the ACME put to sea for the first time, bound for New York in tow, and arrived two days later.

First Voyage - 1901-02

On August 1st, loaded with a full cargo of case oil, she sailed from New York for Yokohama. The British oil ship BRILLIANT, also on her maiden voyage to the Far East, had sailed for Yokohama on July 29th. The race between the two vessels caused something of a stir in nautical circles, and Captain Lawrence and Captain Cowlishaw of the BRILLIANT were reported to have wagered $1,000 on the outcome. As a race it proved to be a fiasco. The ACME went out by the long route around Australia, and made very slow time. She was reported on October 10 70 days out, in 40 S, 19 W, some 2000 miles west of the Cape of Good Hope. On the 121st day out she called at Norfolk Island, east of Australia. This was slow enough going up to this point, but the worst was still to come, and she took 83 days more to cover a little over 4000 miles from Norfolk Island to her destination. She arrived at Yokohama on February 21, 1902, 204 days from New York. The BRILLIANT had arrived on January 22nd, after a somewhat better, but far from brilliant, passage of 177 days.* She was handicapped by an accident to her steering gear, which had to be jury-rigged. These two vessels, which were supposedly racing, made by far the slowest runs to the Orient about that time. The British ships CONWAY and QUEEN ELIZABETH, that left New York on July 20th, were 154 and 159 days respectively, to Shanghai. The SHENANDOAH, ALCIDES, and ARTHUR SEWALL sailed from the United States in September and all made good passages and arrived at Japanese ports early in February, the SHENANDOAH being 140 days, the ALCIDES 135 and the ARTHUR SEWALL 130. The SEWALL, another of the ACME'S sister ships, was commanded by Burton Gaffry, who apparently had the knack of making good passages with these ships. On this run, she was within 400 miles of her destination on the 114th day out, but then was delayed by a succession of northerly gales.

The ACME sailed in ballast on March 19th and arrived at Honolulu to load sugar cargo on the 28th day out, a fairly good run. She sailed for Delaware Breakwater on June 6th and arrived October 26th, 142 days out. While not a fast passage this was a considerable improvement over her time out to Japan. The bark NUUANU, considered a fast vessel, sailed about a week earlier and was also 142 days for the same passage, while Sewall's steel four-master DIRIGO took no less than 171 days. All of these passages were overshadowed by the SHENANDOAH that arrived at New York October 14th, 123 days from San Francisco.

Second Voyage 1902-1903

Oil laden once more, the ACME left Philadelphia on December 4, 1902 and made her best passage under Captain Lawrence, arriving at Hiogo on April 24th, 145 days out. This was the best passage to the Far East around that time. She beat her old rivals BRILLIANT by 32 days, and SHENANDOAH by 7, while a fleet of eight French bounty ships made passages ranging from 150 to 209 days. The Frenchmen went via Hobart, being more interested in earning large bounty payments by sailing a lot of miles than in making quick passages.

The rest of the ACME's voyage was almost a duplicate of her first one. She crossed from Hiogo to Honolulu in ballast in 26 days, then took another sugar cargo around the Horn, making a rather long passage of 143 days to Delaware Breakwater, where she arrived on December 4, 1903. The ARTHUR SEWALL was 131 days and the HAWAIIAN ISLES 134 days over the same route, but the noted wooden ship HENRY B. HYDE, which sailed from San Francisco three days after the ACME left Honolulu, made one of her usual speedy passages, 111 days to New York. The ACME lay at anchor at Delaware Breakwater for three days, then proceeded to New York to discharge.

* These passages have been variously reported. The times given here are based on the sailing and arrival dates given by the New York Maritime Register.

Third Voyage 1904-1905

On January 24, 1904, the ACME passed Sandy Hook outward bound on her third oil passage to Japan. The British four master KENTMERE sailed from New York for Hong Kong the same day, and within the next three weeks six other oil ships left for China or Japan. This time the ACME was sailing at a more favorable season and could expect to reach eastern waters during the early part of the southwest monsoon. Nevertheless she did not do as well as on her previous voyage, which was made at a less favorable time. She passed Anjer on May 10th, 107 days from New York and arrived at Yokohama on June 27th, 155 days out. The monsoon must have been unusually weak or late starting that year, as she made good an average of only about 70 miles a day during the run from Anjer to Yokohama. All but one of the other ships made better passages, the best being the ARTHUR SEWALL which was 88 days to Anjer and 133 to Shanghai; the best to Japan was the French ship HAUDADINE'S 140 days to Yokohama.

The ACME was at Yokohama for almost two months, then proceeded to Hiogo, where she remained until early in December. On December 6th Captain Lawrence committed suicide. No information is available about the circumstanes or his motive. Two days later the ship sailed for Hong Kong under the command of her former mate, Amesbury, and arrived on December 19th. Her sister ship ATLAS was at Shanghai at the time, and for some reason their masters were ordered to exchange ships. So Captain McKay took command of the ACME and Amesbury went to the ATLAS. A few days later the latter shot himself in the cabin of the ATLAS. It would be interesting to know what events had induced both the captain and mate of the ACME to take their own lives within a period of about a month. Unfortunately details are lacking about the ACME'S outward passage and her long stay in the Orient. The only person of those involved who is known to be alive today is Captain Amberman who succeeded Amesbury as master of the ATLAS, and he is 92 years old and his recollection of the events is very hazy.

With McKay in command, the ACME started to show what she could do in the way of sailing. Leaving Hong Kong on New Year's Day, 1905, she passed Anjer 14 days out and arrived at Baltimore on April 24th after a good passage of 113 days. There were no other sailing vessels going over this route then; most of the oil ships crossed the Pacific to the Hawaiian Islands or the west coast of the United States for their homeward cargoes. The ACME was at Baltimore only a few days, then proceeded to New York to discharge the rest of her cargo.

Within two days of her arrival she was involved in two minor collisions. On May 2nd, the day she arrived, she ran into the anchored steam yacht ALVINA off quarantine and carried away the yacht's bowsprit. Two days later, while at anchor off Clifton, Staten Island, she dragged into the British four-master ANDROMEDA which was ready to sail for Hong Kong. The latter's head gear and the rail on her port bow were carried away, and her sailing delayed for three days while repairs were made. No damage to the ACME was reported.

Fourth Voyage 1905-1906

On this voyage, the ACME was for the first time withdrawn from the case oil trade and chartered by the United States government to carry a coal cargo to Manila for the Navy. She left New York June 2nd in tow of the tug BRITANNIA and arrived at Baltimore in 51 hours, without using her sails. This was reported to be a record for towing a ship over this route, the only record passage credited to one of the Standard Oil ships.

Fully laden with coal, she left Baltimore on June 17th to tow down Chespeake Bay. Five days later she dropped her pilot off Cape Henry and was on her way. On this voyage Captain McKay was accompanied by his wife and two young sons. Mrs. McKay kept a dairy which gives a fascinating account of life in the cabin of a

sailing ship. But besides being a wife and mother, she was also apparently an experienced seafarer and took a keen interest in the ship and her crew. In this and in a dairy she kept of a voyage on the ATLAS she gives a picture of seagoing in the later days of sail at its best - well-run, happy ships both forward and aft, with none of the bloodshed and trouble-mutinous crews and brutal officers - that cloud the records of so many ships of that era. One must make some allowances for a favorable prejudice on the part of the master's wife, yet all information found about Captain McKay tends to confirm his wife's picture of him. There is no doubt that he was a shipmaster of the highest type. He drove his ships hard and his crews hard: without doing so, it would have been impossible to make the kind of passages he did in the huge full bodied oil sailers with crews of only about thirty men. But he did it without driving his men to insubordination and mutiny, or using belaying pins or sixshooters on them. Of all the other men who commanded the Sewall built steel ships, only Robert Graham of the ERSKINE M. PHELPS was able to make passages as good as McKay's.

Before leaving New York, the ACME was equippmed with a sulphur gas fire extinguisher. She had pipes coming up through the hatches with thermometers suspended in them to test the temperature in the hold. Spontaneous combustion was an ever-present danger when a cargo of bituminous coal was in a ship's hold for four or five months. Many ships were lost or seriously damaged as a result of coal fires, and others had months added to their passages through putting into ports on the way to discharge and reload coal cargoes that had overheated.

The ACME got off to a good start, and on the 19th day out was in 10 N. After a few days of calm weather, she picked up the southeast trades and crossed the equator on the 28th day. That day she was signalled by the bark BENJAMIN F. HUNT, JR. from Boston, requesting medical assistance for her captain who was very ill with heart trouble. The ACME supplied them with whiskey, brandy, a bottle of wine, and milk.

Within the next few days several steamers and other sailing ships were sighted. Three of the latter were in company with the ACME for about a week with light trade winds. But on the last day of July the wind increased, and she made 203 miles and soon dropped them out of sign astern. For the next month she did some fine sailing with plenty of strong fair winds, cold weather and snow. From August 10th to 16th she covered 38 degrees of longitude, averaging almost 300 miles a day and logging as high as 15 knots at times.

On September 9th, Java Head was in sight. There was no wind, and the ship drifted with the tides until the evening of the following day when a squall came up and she entered Princess Channel. Once more she was becalmed and drifting with the tide. Several other squalls could be seen which might have pushed her along, but before any of them struck her she stranded at about 10:30 in the evening on an uncharted coral reef. It was found that she was in no immediate danger, but the boats were lowered and provisioned and everything made ready in case it became necessary to abandon ship. The mate was sent ashore to see if he could get assistance, but was unable to make any headway through the thick jungle. The next morning the second mate and six men were sent in a boat to Anjer, 45 miles away, where they telegraphed the Standard Oil Agency at Batavia for assistance. Two steamers were sent, and after several failures, the ship was refloated on September 16th. Fortunately the weather was moderate during the time she was aground, and a spring tide aided the efforts to get her afloat. The next day she was towed to Tandjong Priok, the port of Batavia.

It was first planned to discharge her cargo and have repairs made there, but the stevedores asked such a high price that the owners refused to pay it. Instead they arranged for a steamer to tow her to Manila and had a set of steam pumps installed

in case she should start to leak badly. While at anchor she leaked only about four inches per day. Her bottom was examined by a diver who reported a few rivets started and a plate or two bent.

On October 13th she set out in tow of the German steamer PETRARCH. The charge for towing was $300 per day plus a bonus of $500 for the steamer's captain if the ship arrived safely. They towed at about five knots whether the ACME carried any sail or not. Apparently the steamer slowed down her engines to save coal when the ship set some sails. They were in no hurry to complete the run as long as they were being paid by the day. They arrived safely at Cavite, Manila Bay, on October 24th, and the ACME discharged her cargo there.

The stranding of the ACME spoiled what might have been one of her best passages. She was only 83 days out from Cape Henry when it occurred, and it is likely that she would have reached Anjer the next day which would have been the best run of the season. Only three other ships passed Anjer that year less than 100 days from North Atlantic ports: ECUADOR, 89 days, ERSKINE M. PHELPS, 90 and ANDROMEDA 95.

On November 26th the ACME left Manila in tow and arrived at Singapore on December 5th. Two days later she was put in drydock for repairs. The damage proved to be more extensive than it had seemed, with numerous plates and frames in her bottom bent, although there were no holes. The repairs took over two months and cost $155,000 Straits currency (about $80,000 in United States money) and required the work of as many as 250 men. Forty-nine new plates were installed, 93 plates were taken off and faired, and 47 faired in place; twelve frames were partly renewed and 26 faired in place. In addition, keel, stringers, floors and rudder were repaired.

While all this was going on, Mrs. McKay and the children were enjoying a pleasant vacation. They made many friends among the British residents and spent a lot of time sightseeing and enjoying the leisurely social life of Singapore.

On February 21, 1906, the ACME set sail in ballast for Honolulu. She went through Banka Straits and passed Anjer on the tenth day out. The next day she passed the spot where she had run aground and then headed south to run her easting down south of Australia and New Zealand. For two weeks after leaving the Straits of Sunda the wind was light and progress slow. Then she got the westerlies and started to move. On three days, March 24th to 26th she ran 290, 280 and 260 miles On April 7th, she passed the Snares, south of New Zealand. She continued south of latitude 40 until about the middle of April, then hauled to the north eastward. The equator was crossed in longitude 134 west, some 1500 miles east of her destination. This roundabout route was followed so the northeast trade wind would be on her beam instead of a head wind as it would have been had she followed a more direct course. The trades were strong and favorable, and on one day she made 324 miles, the best run of the voyage. On May 11th, Hawaii was sighted and next day she arrived at Honolulu, 80 days out.

At Honolulu most of her white seamen were paid off and replaced by Japanese, the only whites being two quartermasters and two boatswains. The second mate was also paid off because of too much drinking and his place taken by a Nova Scotia man named McKenzie.

She sailed on June 9 with a full cargo of sugar, bound for Delaware Breakwater for orders. Prospects for a good passage were not very bright as the Japanese who made up most of her crew were inexperienced and understood very little English. Besides this the mate was drunk and laid up in his cabin for several days after sailing. Captain McKay confiscated four bottles of liquor that he found in the mate's room. Even after he sobered up he was not good for much. Mrs. McKay says he

was "a regular old woman and would be more in place in an old ladies' home than mate of a ship." The pilot at first refused to take the ship to sea with drunken officers, but the captain persuaded him to go ahead.

The ship was well favored by the trade winds, and by the end of June was in 29 S. The mate was constantly having trouble with the men in his watch, and on one occasion they turned on him, knocked him down and kicked him. He apparently had no patience with the inexperienced men, and tried to get them to do things by yelling and grumbling at them, which only aroused their resentment. The second mate, on the other hand, had no trouble at all. He took the time to show his men what to do and how to do it. When treated well, they proved to be willing and able to learn.

During the first two weeks in July the weather was moderate and the ship made fair progress. Then after a day of calm, there followed a week of heavy gales from the northeast that drove the ship well to the southward. On July 24th an iceberg was sighted. The next day she passed the Horn 46 days out.

At about 3 o'clock the following morning she sighted another berg and later the same morning narrowly escaped colliding with one. By noon she was surrounded by ice and feeling her way cautiously under short sail. Fortunately the wind was moderate and the sea smooth. Toward evening, finding the sea to the eastward completely blocked by ice, Captain McKay turned the ship to the westward, and she went back the way she had come, past the same icebergs a second time. It was an anxious time for those on board. The boats were made ready and Mrs. McKay and the children went to bed fully dressed, while the captain remained on deck all night. In the morning they were clear of the ice, and the ship sailed farther north before heading to the eastward again. Another four master was in sight among the icebergs. She was too far away to signal but was tentatively identified as the DIRIGO that had left Honolulu 16 days before the ACME. It is not likely that it was the DIRIGO, however, as the two ships made about the same length passages. The next day she passed the British four master SEMANTHA, 84 days out from Tacoma to Queenstown; the ACME was only 49 days from Honolulu.

On July 30th, she passed 50 S in the Atlantic and headed northward. Except for the ice, the passage around the Horn was an easy one with exceptionally good weather, considering that it was mid-winter. For the next few weeks the weather was generally moderate and the ship made steady progress. But on September 7th in 16 N she encountered a strong S.W. gale with heavy seas and squalls, and lost her foresail, mainsail, and a couple of fore and aft sails.

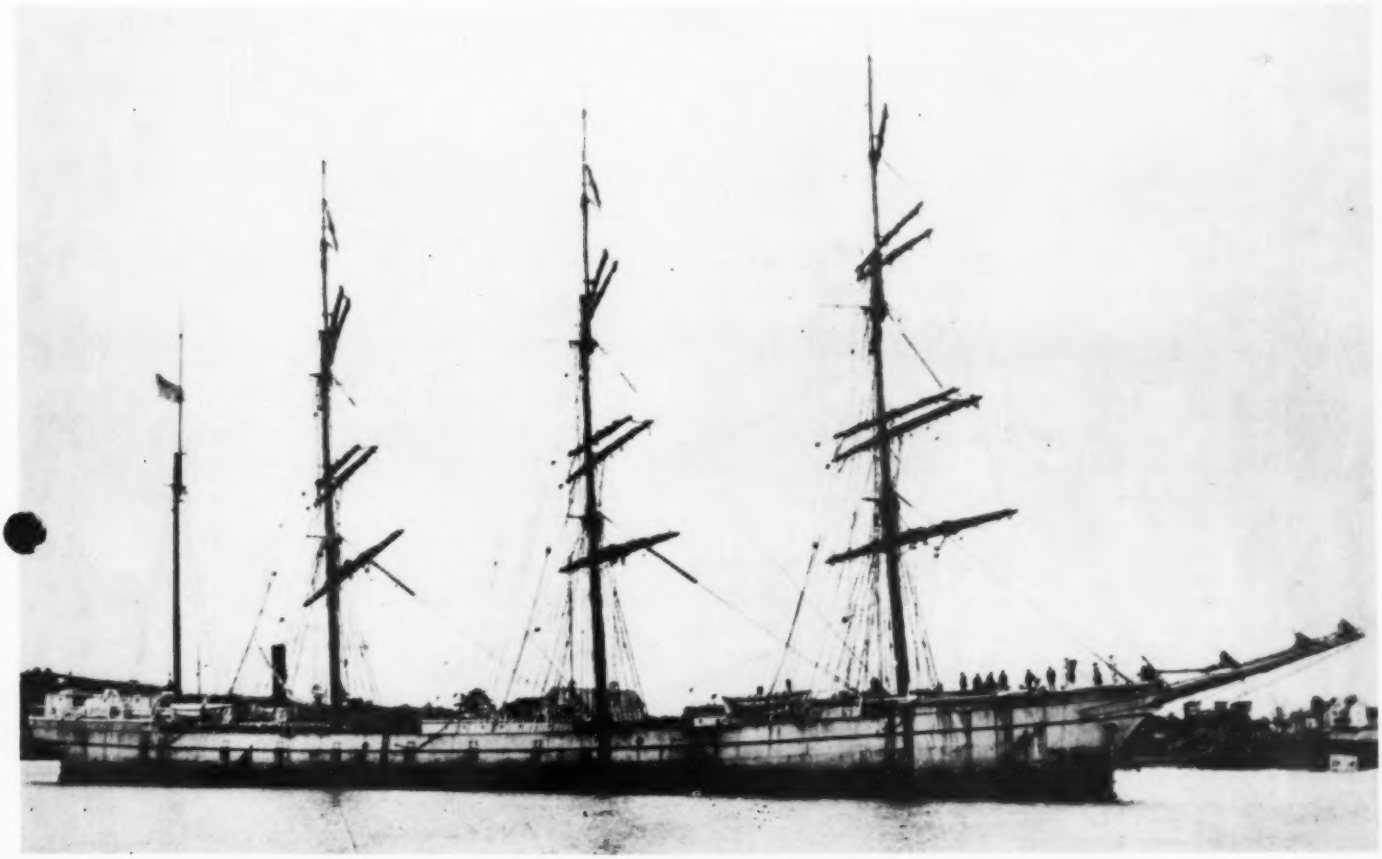
On the evening of September 20th a flare was seen off in the distance. The ship was hove to until daylight when the light was found to have come from a wrecked schooner. She was the GERTUDE A. BARTLETT, 291 tons, Captain Jacobs from Mobile for Puerto Rico. A boat was launched and brought back the schooner's crew of seven men and a dog, after setting fire to the vessel. They had been subsisting for fifteen days on fish they caught and water condensed in a kerosene tin.

At 2 A.M. September 27th, the ACME anchored near Winter Quarter Shoals. In the morning she got under way again, but anchored again the next night about 15 miles SSE of Cape Henlopen. At 5:30 A.M. on the 25th she was under sail again and anchored at Delaware Breakwater at 11:30, 111 days from Honolulu. Later that day she was taken in tow by the tug JAMES McCOULLY and docked at Philadelphia the next afternoon.

This was a very good passage and compared favorably with those of other ships from the Hawaiian Island about that time:

JOHN ENA	100 days	MANGA REVA	116 days	HAWAIIAN ISLES	123 days
DIRIGO	109 days	FORT GEORGE	121 days	WILLSCOTT	123 days
BANGALORE	130 days	FOOHNG SUEY	144 days	KINEO	203 days

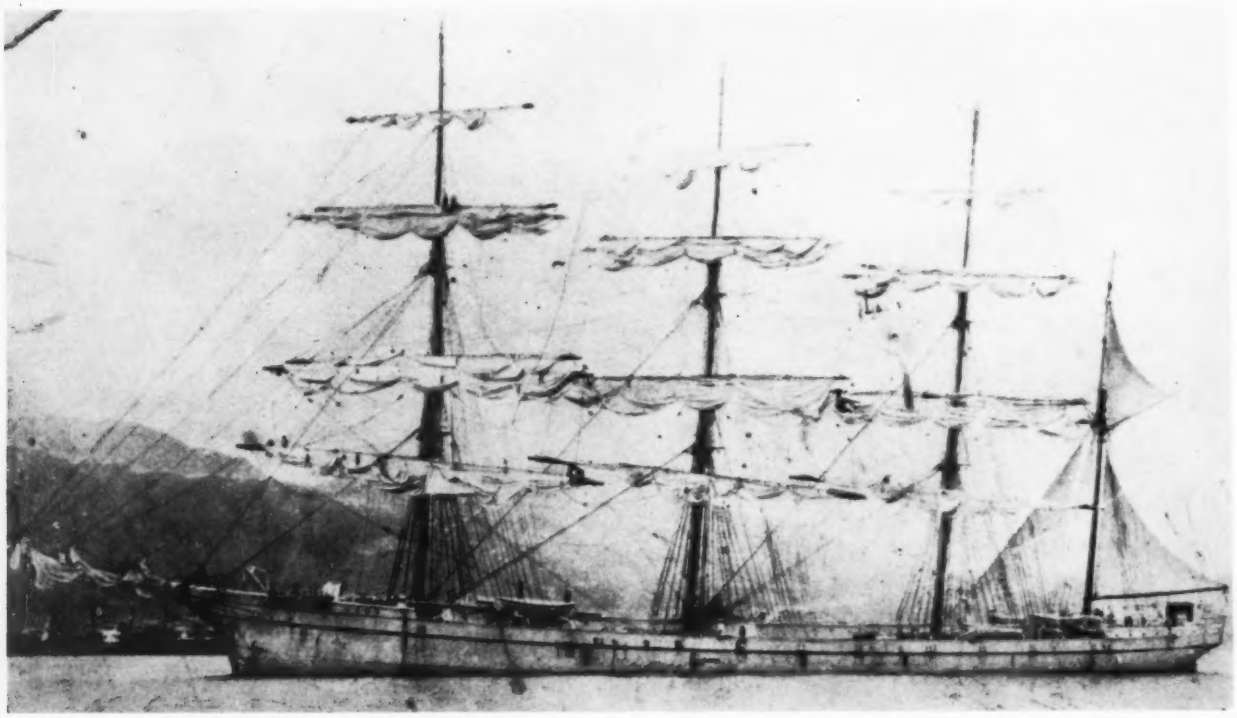
The KINEO was Sewall's steel five masted schooner, which was completing a disastrous round-the-world voyage, one of the few made by large fore and afters. Oddly enough, another five master, the WILLIAM NOTTINGHAM was at the same time starting a circumnavigation that proved about as unfortunate as the KINEO'S. She sailed from Port Townsend on July 1, 1906 and took 162 days to New York. The SEMANTHA which the ACME passed off Cape Horn, didn't reach port until October 13 when she arrived at Belfast, 163 days from Tacoma.



ACME at Bath Maine, in March 1912, after discharging part of a cargo of lumber from the West Coast. Photograph loaned by Andrew J. Wesdall

Fifth Voyage 1906-1908

On November 8, 1906 the ACME, fully loaded with a cargo of case oil, left Philadelphia to tow down the river. But she didn't get far, as she ran aground above Chester. She was floated on the 10th after lightering 17,000 cases of oil. No serious damage was done, and after reloading her cargo, she passed Delaware Breakwater on November 15th bound for Hakodate. Although it was the unfavorable season when the northeast monsoon was blowing, she made a good passage and arrived at Hakodate on April 6, 1907, 142 days out. The German ship ANNA had arrived at Yokohama two days before, 158 days from New York, while two Dutch ships also arrived around this time, the DeRUYTER 186 days and the TROMP 220 days from Philadelphia. The latter put in at Twofold Bay, South of Sydney, for stores when 137 days out.



ACME at Hiogo, Japan in 1907. Photograph loaned by Captain Thomas W. Sheridan

Crew of the ACME at Hiogo, Japan, 1907. Captain McKay is in the center wearing a white hat. Thomas W. Sheridan, Third Mate, is the man in the light suit behind the Captain. Photograph loaned by Captain T. W. Sheridan.

The ACME spent the rest of 1907 shuttling back and forth across the Pacific. She left Hakodate on May 5th and arrived at San Francisco June 1st after a fast passage of 27 days. Returning to Japan with a cargo of case oil, she sailed from San Francisco August 2nd and arrived at Hiogo on September 24th, 53 days out. On her third crossing she sailed in ballast on October 25th for Portland, Oregon. On November 2nd, during a gale, she was thrown on her beam ends by an extra violent blast and her ballast shifted. An attempt was made to wear ship but the braces became badly fouled. In going forward to clear them, the third mate, Thomas Sheridan, was washed overboard by a huge wave, but the next sea sucked him back aboard. In order to right the ship, her topgallant masts were cut away. She finally limped into Astoria 32 days from Hiogo, not bad considering that most of the passage was made without topgallant masts. A few days later she was towed up to Portland where repairs were made.

She left Portland on April 19, 1908 for New York with a lumber cargo. The nex day she towed out past Astoria and headed for Cape Horn again. This was the occasion when seven American iron or steel square riggers set out to the eastward around the Horn within a period of less than two months (See Nautical Research Journal, Vol. 8, No. 3, page 79). The ACME's run of 111 days was the best of these. Her passage was generally uneventful. She ran into some heavy weather in the South Pacific, losing several pieces of lumber from her deck load. But although she again rounded the Horn in winter, the winds were mostly light or moderate. She had only one days run of over 200 miles while south of latitude 50. Once she was past the Horn and in the Atlantic, the wind freshened and she had four consecutive days runs of 290, 295, 275 and 260 miles. This is good sailing for a deep laden full bodied ship. She arrived at New York on August 9th, anchoring off Stapleton at 9:30 P.M.

On the 17th she was towed to Erie Basin and lay there for just a month discharging her cargo. Then she was towed to Shooter's Island where the main mast was removed, new beams and plates put in her tweendecks, she was drydocked and her main mast rerigged.

Sixth Voyage 1909-1909

On October 6th she left for Newport News in tow of the tug MARGARET and arrived two days later. She was commanded by Captain Dart on this run down the coast, Captain McKay having left her to return to the ATLAS.

She lay at anchor discharging ballast until October 16th, then towed to her loading berth where she loaded 5040 tons of coal in six days. After she finished loading she lay at anchor for several days. On the 25th, Captain Dart left and Captain Jeremiah G. Park took command. He remained in the ship for the next four and a half years until she was sold by Standard Oil. At 6 A.M. on October 27th she got under way, but was becalmed and towed back to Cape Henry and anchored later the same morning. She lay there for three more days waiting for a wind, then on the morning of October 30th she got her anchor up and proceeded to sea under sail in company with Sewall's four master DIRIGO which was bound for Honolulu.

She experienced a lot of bad weather during the first few days of the passage. The day after sailing, she lost her fore royal mast in a squall; six days later several sails were blown away in a gale. Around the middle of November more heavy weather was encountered and for two days the ACME was hove to.

Off the Horn she had the usual gales and was 20 days from 50 S in the Atlantic to 50 S in the Pacific. Shortly after rounding the Horn the ship was found to be leaking, and it was necessary to pump her out periodically for the rest of the passage, steam being used. On February 4th the British four master ELLISLAND was spoken, 112 days from Hamburg for Santa Rosalia. The ACME was 97 days out. At 11 A.M. March 23rd she took on a pilot and anchored in San Francisco Bay at 3:30 that afternoon, 144 days from Cape Henry. Other arrivals from North Atlanti-

ports about that time were the BRETAGNE, 150 days from Shields; MARECHAL DAVOUT 158 days from Cherbourg; PIERRE ANTONINE, 173 days from Cherbourg; SCOTTISH GLENS, 140 days from Hamburg WAYFARER, 185 days from North Shields; and WISCOMBE PARK, 130 from Rotterdam. The DIRIGO was delayed over a month at Rio de Janeiro repairing a leak and didn't get to Honolulu until May 19th.

The ACME discharged her coal at the Mare Island Navy Yard, then went to the Union Iron Works to have her tweendecks and hold chipped, scraped and painted. On May 5th she went into drydock at Hunter's Point, and two days later was towed to her loading berth at Howard Street wharf. Here she loaded 5600 tons (presumably short tons) of general cargo. On May 20th, while loading, she was run into by the tug NAVIGATOR. The ship's stern mooring lines were carried away and some paint scraped off her stern; the tug was considerably damaged.

The ACME finished loading on June 14th and on the afternoon of the 17th towed out through the Golden Gate, bound for New York. The run down the Pacific was uneventful and she passed Cape Horn on the 59th day. But a few days later came the worst weather of the passage - a heavy gale shifting from NW to NE and back. The ship was hove to, but still suffered considerable damage. Several sails were blown away, the steering gear was damaged, the forecastle, half deck and carpenter's shop were flooded and the port forward boat smashed. The mate's arm was broken and the Captain and a seaman injured. The weather in the south Atlantic was favorable and the equator was crossed on the 87th day. But what might have been a smart passage was spoiled by her taking 41 days from there to port. The day she crossed the equator she made 157 miles; for the rest of the passage her best day's run was only 149 miles. Although there were no protracted calm spells, the winds were consistently light and variable, the only interruption being a NW gale of several days duration about a week before she made port.

On October 20th the British SS KNIGHT ERRANT was spoken, and the ACME's longtitude found to be incorrect by 36 miles due to chronometer error. The next couple of days the weather was overcast with strong west winds, and the ship proceeded under short sail as her position was uncertain. At 11 A.M. on the 22nd Barnegat Lighthouse was sighted and a little later the ship was taken in tow by the tug DALZELINE and anchored off Scotland Light that evening, 128 days out. The DIRIGO arrived at Delaware Breakwater two days later, 121 days from Honolulu. Considering the difference in the distance sailed, the two passages may be considered of about equal merit. The next morning, the ACME was towed to an anchorage off Tompkinsville. After discharging part of her cargo, she left New York on November 16th in tow of the tug STANDARD for Philadelphia where the rest of her cargo was discharged.

Seventh Voyage 1909-1910

On December 15th, laden with a cargo of coal, the ACME towed down the Delaware and anchored for the night. The next morning she got under way again and towed out past Delaware Breakwater, bound for San Diego. She immediately ran into a heavy gale with high seas and squalls that lasted for about a week. With the help of this she started her passage off with nine consecutive days runs of 200 miles or more, then had a few days of lighter weather before picking upthe northeast trades. By January 1st she was in latitude 10 north, having covered 3522 miles in 16 days. This was too good to last, and the next day the trades failed and she ran into the doldrums. For the next eleven days she averaged only about 30 miles a day, finally crossing the equator 30 days out. The run down through the south Atlantic was made in good time, and she took 17 days getting around the Horn against the customary westerly gales. Shortly after passing the Horn on her 71st and 72nd days, she had runs of 275 and 267 miles, the two best of the passage. She didn't top 200 again, but made good steady progress up the Pacific and anchored off San Diego on April 22nd, after a good passage of 127 days. Other passages about that time were: BUCCLEUCH 127 days, BRIZEAU 156 days via Hobart, and

KILDALTON, 230 days, all from European ports.

The ACME discharged 2000 tons of coal at San Diego. On April 29th she left for San Francisco in tow of the Standard Oil Company's steamer MAVERICK. They encountered strong head winds, which at times slowed them down to 2 knots and took four days to complete the trip.

She spent a restless period of six weeks at San Francisco, being moored at no less than seven different places during her stay in port. The day after she arrived, she was towed to Howard's Bunkers on Oakland Creek to discharge part of her coal, and on May 13th shifted to Folsom Street bunkers where she unloaded the rest. On the 19th she was towed to Fremont Street to load scrap iron, on the 21st to Oakland Long wharf for some more scrap iron; on June 3rd to Oleum to load asphaltum, on the 6th to Point San Pablo to load wine, and on the 9th to Filbert Street Wharf to complete her cargo. Four days later she anchored in the bay, fully loaded but waiting for a crew.

On the morning of June 16th she towed to sea and set sail for New York. Her log for that day reports: "Crew a miserable lot of hoboes that have never been to sea and are useless". Not very encouraging for a ship bound for a midwinter passage around Cape Horn. Nevertheless the passage was relatively uneventful and was made in fiarly good time. The only incident worthy of note was a violent SSW gale that struck her on August 1st in 30 south. Her decks were swept by the heavy seas and the carpenter was knocked down and suffered a badly cut head. She rounded the Horn in the middle of August with moderate westerly winds. During the entire passage her progress was remarkably steady. On 90 of the 125 days she made between 100 and 199 miles, and had only ten days of 200 miles or over, the best being 225 miles in the northeast trades in the Atlantic. Completing the passage she was taken in tow by the tug HERCULES at 2 A.M. October 19th. At daybreak she anchored near Sandy Hook lightship in a dense fog. In the afternoon she towed up the bay and anchored at Quarantine.

The next day she docked at the foot of 43rd Street, Brooklyn where she discharged part of her cargo. On November 6th she left in tow of the tug GERRY for Philadelphia where she arrived the next day and discharged the rest of the cargo.

Eighth Voyage 1910-1912

On this voyage, the ACME was again chartered to take a coal cargo out to San Francisco from Baltimore. She left Phildelphia on November 24, 1910 in tow of the tug BRITIANNIA and arrived at Baltimore on the 27th. After discharging her ballast, she was drydocked for cleaning and painting, then loaded 5000 tons of coal. She was towed down the bay by the BRITANNIA and at noon of December 14th cast off the tug off Cape Henry. As on her previous voyage, she started out in a heavy gale and high sea. But after making good over 1200 miles in six days, she ran into a long spell of light winds, and didn't get the northeast trades until the 26th day out in 18 north latitude. From there to the Cape Horn region she made good time with only three days out under 100 miles in five weeks. She crossed 50 S in the Atlantic on the 59th day out, then ran into a long series of westerly gales. After a long struggle, she crossed 50 S in the Pacific on March 16th, having taken 33 days to round the Horn. The rest of the passage was uneventful, marked only by a great deal of light weather and the almost complete failure of the northeast trades. She was taken in tow by the tug SEA ROVER at 10 P.M. on May 6th and an hour later anchored off Alcatraz, 143 days from Cape Henry. The only other ship making a westward Cape Horn passage near enough to this time to furnish any kind of a comparison with the Scottish ship CLACKMANNANSHIRE which arrived at Victoria on May 3rd, 125 days from Glasgow.

The ACME discharged her coal at Mare Island, and then lay at anchor off Martinez for about a week. From June 2nd to 21st she was at the Union Iron Works having lumber ports cut in her bows, and various repairs. She then loaded pig lead to

serve as ballast for her lumber cargo and on July 2nd sailed for Tacoma in tow of the S.S.E.L.DRAKE. She arrived at Tacoma on the 7th and moored at the Milwaukee Railroad wharf. She lay there until September 22nd loading lumber - 1,552,000 feet in the lower hold, 760,000 feet in the tweendeck, and 411,000 feet on deck. She was ready for sea with her crew on board by September 29th, but was delayed by trouble with the crew, who refused to work. The trouble was eventually straightened out and she set out in tow of the tug ATLAS on the evening of October 2nd. The next day at noon she passed Cape Flattery and shortly after cast off the tug.

Her passage to New York was notable mainly for its length, 153 days, and the exceptional amount of light weather and head winds she encountered. On October 9th she spoke the British four master TORRISDALE which sailed from Astoria for Belfast the same day the ACME passed Cape Flattery. The two ships were constantly in company for about two weeks. The TORRISDALE took 159 days to Belfast. On November 8th the ACME sighted the Chilean ship RICART de SOLER which had sailed from Port Townsend 11 days before the ACME. She didn't reach her destination, Valparaiso, until the 94th day out, by which time the ACME was around the Horn and in the Atlantic. So although the ACME was making a long passage, other vessels were being held up by the same unfavorable weather. Not all of them, however; for on her 86th day she spoke the British four master IVERNA, 64 days out from Astoria for Falmouth. She reached her destination a week before the ACME arrived at New York. The worst weather of the passage was encountered in the South Atlantic, where a heavy westerly gale did considerable damage about her decks and blew away several sails. All things must end, and this passage eventually did on the afternoon of March 4, 1912 when she anchored off Stapleton, Staten Island. Since leaving Tacoma, she had sailed 17,321 miles in 153 days, on only three of which she exceeded 200 miles.

Her deckload was discharged at the Erie Basin. On March 17th she sailed for Bath in tow of the GYPSUM QUEEN and anchored in the Kennebec on March 21st. She was the only one of Sewall's steel ships ever to return to the place where they were built. She discharged part of her cargo of lumber at Bath, then was towed back to New York by the S.S.PATIENCE. She lay at 20th Street, Brooklyn from May 6th to 31st discharging the rest of the lumber and pig lead. The next day she went into drydock for cleaning and painting.

While she was on her way from New York to Bath, she had been sold to the Alaska Packers Association, to be turned over to them on her arrival on the West Coast. So her next passage would be her last under the Standard Oil flag.

Ninth Voyage 1912-1913

For this passage, the ACME was again chartered for a coal cargo, this time to Seattle. She loaded 800 tons at New York, then towed to Baltimore to complete her cargo, leaving New York the evening of June 7th in tow of the BRITANNIA and arriving just before midnight on the 9th. Four days later she was down to a draft of 22'-9" forward, 23'-3" aft with 5000 tons of bituminous coal in her hold. On June 19th she set out down the bay in tow of the COLUMBIA. Next morning she left the tug off Cape Henry. In confrast with her two previous voyages, she started out in calm and light winds - in her first four days at sea she covered only 184 miles. When the wind began to blow it came from the south and southeast, and the ship was forced far to the eastward. On the 15th day out she was in 35 north, only about 500 miles from the Azores. Another spell of calms was followed by four days of northeast trades, then more doldrums. She picked up the southeast trades in 4 north on August 1st and for the next two weeks did the first steady sailing on the passage. The equator was crossed on the 47th day, an unusually long run. The next day she overtook and passed the British S.S.EVELINE bound from Teneriffe for Buenos Aires. The EVELINE was apparently no ocean greyhound as she took 26 days on the passage - about 4000 miles.

All went well with the ACME until August 20th when she ran into a southwesterly gale and lost several sails. Three days later another gale from the same quarter knocked her over on her side and caused her cargo to shift. When the weather moderated, she was found to have a one foot list to port. So down into the hold went her men and trimmed 100 tons of coal to bring her back on an even keel. At this time a more ominous condition appeared; it was found that the temperature of the cargo had risen to 120°. Day by day the temperature continued to rise. By September 2nd it was up to 140°, and it would obviously have been fool hardy to continue the passage with the prospects of at least three months more of sailing ahead of them. So Captain Park concluded that he must prefer the delay, trouble and expense of an unscheduled call in port to the possibility of losing his ship by fire. Fortunately, they were at this time in latitude 38-26 south, longtitude 53-34 west, less than 300 miles from Montevideo, and the ship's head was turned in the direction of that port. Early in the morning of September 5th, she took a pilot off Flores Island, and a couple of hours later anchored off Montevideo, 77 days out from Cape Henry.

Captain Park went ashore and returned with a Consular surveyor who tested the cargo and found temperatures ranging from 140° to 150°. Next day the underwriters' surveyor tested the coal with the same results and recommended that it be discharged. As her anchorage was exposed to the swells rolling in from the Atlantic, she was shifted to a more sheltered location closer to the breakwater. Then a gang of stevedores discharged 1254 tons of coal into lighters. For the next two weeks they were engaged in trimming the remaining coal in the hold - turning it over to ventilate, dry and cool it. When this process had brought the temperature down to a safe level, the coal in the lighters was reloaded. The whole job took over a month. On October 14th, her cargo was all on board, sails were bent, and she was ready for sea.

It might seem that her troubles were over, but they were far from it. She still lacked two things necessary for going to sea - a crew and a fair wind. Getting these delayed her for over three weeks more . But first a smaller difficulty had to be taken care of, the ship was found to be fast in the mud. She was moved into deeper water by heaving in the anchors on the next high tide. The problem of a crew was harder to solve. Most of the men who were in the ship when she arrived at Montevideo had promptly deserted. No effort was made to replace them until the ship was ready for sea. Then a gang was brought on board who looked the ship over, and without giving any reason, refused to sail in her. After two days, as they still refused to go to sea, they were sent ashore and another crew brought on board. Over a week had already elapsed since the reloading of the cargo was finished, and now that the crew problem was solved, another obstacle appeared - the wind. For more than two weeks it blew from the southeast while the ship lay rolling and pitching at her anchorage in the outer roads. Twice a shift of wind to the northward encouraged them to get under way. Each time it proved to be a short-lived shift, the wind soon went back into the southeast, and the ACME returned to her anchorage. At last, on November 6th a light westerly continued long enough to get her clear of the land; and when the wind backed into the southeast again, she was far enough off shore to continue on her way safely.

Progress to the southward was slow due to persistent light variable winds. To the eastward of the Horn she had about a week of strong breezes and gales. The rest of the way around she was held up not by too much, but by too little wind. She finally passed 50 south in the Pacific on the 40th day from Montevideo, not bad considering the prevailing lack of wind. The rest of the passage was a slow drag - 37 days from 50 south to the equator and 40 from there to Cape Flattery. On only nine of the 117 days she was under sail, does her log show more than brief spells of strong fair winds. The rest of the time the wind was light, or from such a quarter that she couldn't steer her course, or there was none at all. She averaged only 89 miles a day, had 64 days' runs of under 100 miles and only two over 150, the best being 161. Her luck with the winds had certainly run out on these last two passages!

She finally sighted Cape Flattery on March 3, 1913. The next morning she took a tow from the tug GOLIATH and after anchoring at Port Townsend for a few early morning hours of the 5th, arrived at Seattle that afternoon. She was 259 days out from Baltimore, of which 194 had been under sail. At Seattle she was moored at Pier 14 and discharged her cargo into railroad cars. While she was discharging, a car ran off the pier into the water, carrying away the ship's stern mooring lines, but doing no further damage except to itself.

On March 29th, when her cargo was all discharged, she was taken in tow by the tug TATOOSH. Unfortunately there was a strong wind blowing and the tug was not equal to the task of controlling the big sailing ship with twenty feet or more of her hull out of water. Ship and tug drifted together into Smith's Cove where anchor was dropped in three fathoms of water to keep her from going ashore. The anchor dragged and the ACME fouled an old iron hulk lying on a mudbank. Eventually the tug managed to tow the ship stern first clear of the hulk and the shore, and after drifting around Elliott Bay for a while, the ship came to a safe anchorage in 40 fathoms off West Seattle. The whole performance took some nine and a half hours. Fortunately neither ship nor tug sustained any serious damage.

Later History of the ACME

The ACME was now taken over by her new owners, the Alaska Packers Association, and placed in the usual service of their ships. This included little seagoing - a run north to the Alaskan canneries in the spring and a return trip south to San Francisco in the fall. The rest of the time was spent at anchor in Alaskan waters or laid up at Alameda, except for an occasional round trip, usually in tow, to a British Columbia coal port. After her return from her first trip to Alaska in 1913, the ACME was renamed STAR OF POLAND and extensively altered to fit her for her new job of salmon packer. But she was destined to make only three more trips in this trade.

In the fall of 1916 she was chartered for an offshore voyage, and made the following passages:

November 11, 1916	sailed Port Townsend with lumber.
March 6, 1917	arrived Port Pirie, Australia, 115 days.
May 12, 1917	sailed Port Pirie with wheat.
July 30, 1917	arrived Callao, 79 days.
September 19, 1917	sailed Callao in ballast.
September 28, 1917	arrived Caleta Buena, 9 days.
October 30, 1917	sailed Caleta Buena with nitrate.
January 3, 1918	arrived San Francisco, 65 days.

She next took a general cargo across to Manila, then sailed for San Francisco early in August. As she was running short of stores, it was decided to put into Yokohama. But she was delayed by contrary winds and currents. Early in September, she encountered a typhoon that lasted about a week. At 1:30 in the morning of September 15, 1918, she ran ashore on the beach at Tomosaki, Shiba Ken, six miles south of Katsuura Wan. The ship started to break up within a few hours, but all except one of her crew got safely ashore. Ship and cargo were totally lost.

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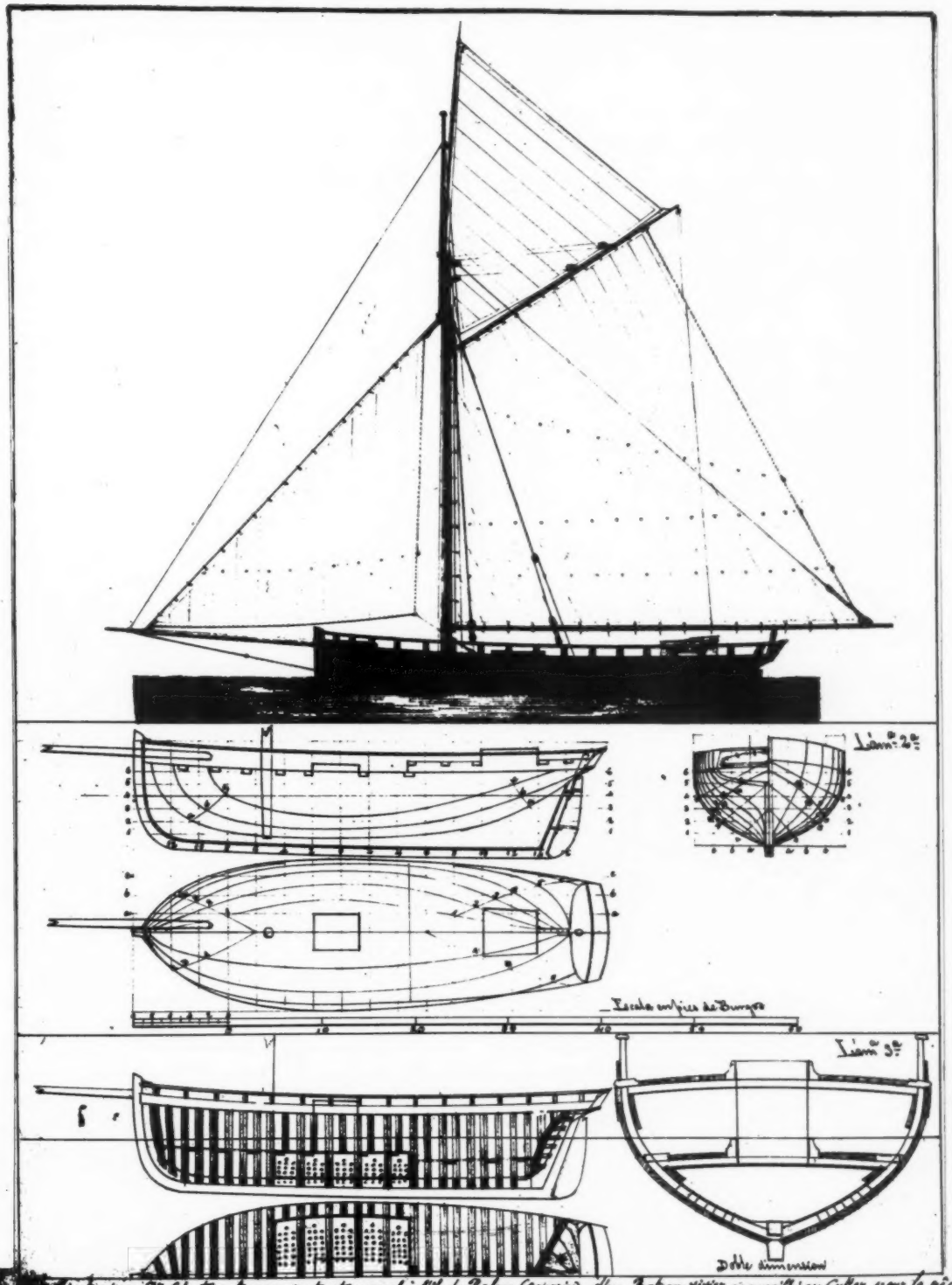
"No man will be a sailor who has contrivance enough to get himself in a jail, for being in a ship is being in a jail, with the chance of being drowned".
(from Boswell's "Life of Johnson")

DETAILS OF A WELL SMACK FROM THE CANARY ISLANDS. FROM THE FILES OF THE SMITHSONIAN INSTITUTION.



[illegible] dressé par Dn Sebastian Ravina, constructeur naval à l'Ile de Palma (Canaries), d'un Balcon-vivier, appareillé en Cotter pour la pêche [illegible] (voir pour les explications, la mémoire de S. Bertholet dans la Revue Coloniale et maritime, t. 16, juin 1865. Paris. Arthus Bertrand).

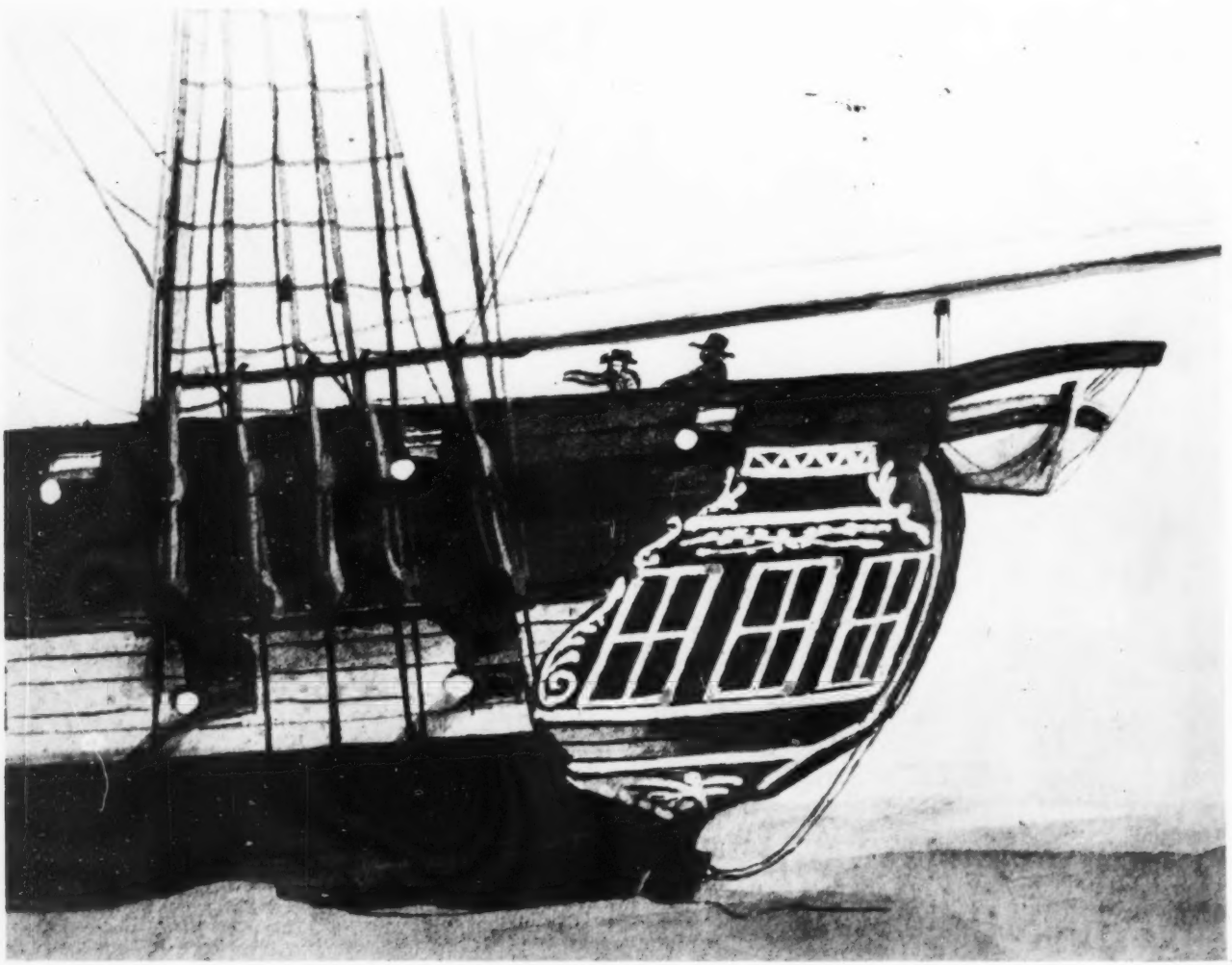
THE U.S. FRIGATE "ESSEX"

by

Frances Diane Robotti

(Part III)

The "PHOEBE" opened the attack at 4 o'clock on the afternoon of March 28, 1814 with a broadside from her long 18's directed from a position in which not one of Porter's six long 12's could reach her. Three attempts were made to get springs on the "ESSEX'S" cables to bring her around to release a broadside. In each instance, they were shot away as soon as they were hauled taut. Porter was able, however, to direct a lively fire from three of his long 12's by getting them out of the sternports in his aim to cripple the rigging of his antagonist. During the first five minutes of the contest - before Porter could bring his guns to bear - a great many of the "ESSEX" crew were killed. Even with her main topmast lost in the storm earlier in the day, the "ESSEX" in twenty minutes



Detail of the stern of the ESSEX. From a watercolor by Joseph Howard.
Courtesy of the Peabody Museum of Salem.

of fighting gave a good account of herself. She was successful in driving off the "CHERUB" with the fire of the three long 12's. At 4:30 in the afternoon both Britis. vessels hauled out of the fight. The "ESSEX" had been able to put out of use the mainsail, the jib and mainstay of the "PHOEBE" - damages which were quickly repaired by the British crew. Now all contestants returned to the fray, giving us the oft depicted picture of this famous battle, Porter himself producing a drawing of the action. The "PHOEBE" stationed herself at anchor on the port quarter of the "ESSEX" from which to release broadsides and the "CHERUB" kept under way to use her long bow-chasers.

Surrounded in this manner, Porter could not bring any of his long 12's to bear. Shots from his short guns would not reach the enemy. The fire of the British Navy was deadly. Porter now made a desperate attempt to close with the two attackers, hoping to snatch a victory by boarding with his fighting Yankees. By now his sails, tacks and sheets were in almost unworkable condition. His idea was to bring the "ESSEX" near enough to use his carronades and to board. He was successful in getting his frigate in an adjacent position and released a ferocious volley from the carronades. At this point the "CHERUB" fled to a cautious distance from which she could use her bow guns in safety. The "PHOEBE" also edged off. Choosing her own distance, she re-opened the battle with her long 18's. American historians have been in the habit of disdaining Captain Hillyar for keeping out of range of Porter's short guns. In all fairness, the Englishman's naval duty was to fight at the distance most advantageous to himself, not to his protagonist. Proper conduct in a contest is to secure a victory at the least possible expense to one's self.

Rendered almost helpless by the damaging storm before the attack, the "ESSEX" fought a losing battle; out-manned and out-manoeuvered. The carnage on her decks was indescribable, the gallantry and heroism in almost every case was above and beyond the call of duty. The great loss of men sustained by the Americans gives an idea of the savagery of the fight which lasted for 2 1/2 hours. Finally finding it hopeless to close with the enemy, Porter decided to run for shore and burn his frigate rather than to give in. Again Fate in the form of treacherous weather defeated his plans. Drifting close to the bluffs and almost achieving the shore, the wind shifted suddenly and exposed the "ESSEX" to a raking fire. Even at this moment, Porter tried vainly to turn defeat into victory. Trying to use this change in wind, he headed his riddled vessel toward his enemy. In doing so he was able to fire a broadside at the "PHOEBE" whose main and mizzen masts and also the mainyard had been seriously damaged by the "ESSEX". Captain Hillyar's letter account admits the great loss of canvas and cordage. Then the parting of the hawser left the "ESSEX" completely at the mercy of the British ships. Now their fire was fast, continuous and demolishing in effect. When new gunners replaced those that had fallen at their posts, Porter's long 12's occasionally spoke in protest. However, misfortune dogged the Americans. The real destruction to the ship and the crew came when the "ESSEX" caught on fire. Then quantities of her powder exploded making a holocaust of the decks and hatches. At this juncture a great many of the officers and crew lost their lives. Some drowned as they leaped overboard to escape the searing flames. Still the "ESSEX" was not in a sinking condition. Shattered badly above the water line, she was not sufficiently harmed below. Nothing more could be done to resist. At 6:20 in the evening the "ESSEX" finally struck her colors.

Only one commissioned officer remained on duty when the smoke of battle had cleared - Lieutenant Stephen Decatur McKnight. Captain Porter had been knocked down. Seventy-six men were badly shaken but unwounded . Of the 255 men on board when the battle was joined, 58 had been killed, 66 wounded and 51 missing or drowned. Young David Farragut, Porter's adopted son, was found stunned but unhurt. He had not missed a moment of the great contest. On board the British ships

there were few losses. The "PHOEBE" had only 4 men killed and 7 wounded; the "CHERUB" only 1 killed and 3 wounded including Captain Tucker. Total: 5 killed and 10 wounded. The first three broadsides of the "ESSEX" had achieved this.

The Valparaiso battle was first appraised by both captains in reports to their respective governments, amply discussed in the press of both nations, and later by the historians. William James, the British authority with the rabid anti-American viewpoint, declared proof showed that the "ESSEX" had 24 men killed and 45 wounded but that Porter had exaggerated the figure to 58 killed and mortally wounded, 39 severely wounded and 27 slightly wounded "in order to prop up his fame". It is true that there are some discrepancies in the official accounts which arise from one captain listing as "killed" those who leaped overboard and reached the shore; those listed by Porter as "missing" while being listed by Hillyar as "killed". Then there is the question of prisoners. Hillyar listed 161 prisoners which included 25 "ESSEX" men who reached the shore. At any rate, it is more likely that the American captain could have appraised his losses more accurately by his greater familiarity with his men and the actual situation. Porter listed his killed, wounded and missing for his government and relatives received pensions from the United States. It is unlikely that the naval returns were false for this purpose. Any deception on Porter's part would sooner or later have been found out. It is also possible that Captain Hillyar included in his estimates the crew of the "ESSEX, JR" which would almost entirely take care of the discrepancies. Hillyar places the American losses in killed and wounded at 111 and Captain Porter at 124. It is William James who has this figure at 69 which seems far afield of Captain James Hillyar's letter report.

Years afterwards David Farragut who was to become America's first Admiral, analysed the points of the fight he had experienced as a youngster of 13. Farragut at the age of 11, had gone to sea for the first time on board the "ESSEX" and had served under Porter for three years by the time of the Valparaiso action. At 12 he had commanded one of Porter's pacific prizes with ability. His Journal account is therefore of great interest. Porter sent a lengthy report to the Secretary of the Navy. Hillyar may have been over cautious before the battle, but he fought his ship ably and after securing his victory was kind in his treatment of the wounded and courteous to the vanquished. In his official account of the action written two days later, Hillyar paid tribute to the "ESSEX". "The defense of the "ESSEX", he wrote, "taking into consideration our superiority of force, the very discouraging circumstances of her having lost her main topmast, and being twice on fire, did honor to her brave defenders, and most fully evinced the courage of Captain David Porter and those under his command. Her colors were not struck until the loss in killed and wounded was so awfully great, and her shattered condition so seriously bad as to render further resistance unavailing."

A word about the armament of the "ESSEX". When originally outfitted she had long 12 pounders throughout the ship and Captain Edward Preble, commanding in the maiden cruise, had urged the Navy Department to provide still heavier armament in batteries sufficient to engage an enemy more powerful than herself and a special plea for longer guns. It is uncertain at what time the shorter range guns were substituted for her original and more capable long 12's. A letter dated October 24, 1811, Bight of Craney Island to the Secretary of the Navy from the Surveying Officers of the "ESSEX" comprising of Captain Porter, Lieutenant John Downes and Lieutenant William Finch, expressed the opinion that the "ESSEX" was "improperly armed and to contend with as fast a sailing vessel as herself mounting long guns". The Committee recommended to the Navy Department that the Frigate "ESSEX" could be "rendered as effective as is desired" by taking the four carronades and two long 12 pounders from the gun deck and substituting long 18 pounders. (Naval Library and Charlestown Massachusetts Navy Yard papers). The recommendation was never adopted. Apparently, during this period carronades of heavy

calibre but of short range were a favorite armament for the fighting ships. Generally adopted for use in the early years of the Navy they were later considered hopelessly insufficient and obsolete as experience has shown.

With her capture in Valparaiso Bay the career of the Frigate "ESSEX" in the service of the American Navy came to an end. She served in the Quasi-War with France, in the war with the Barbary Powers and in America's Second War for Independence from Britain. As she passed to the British colors, Captain Porter rue[illegible] his dead and wounded but mused that the "ESSEX" had proved a costly prize. "To possess the 'ESSEX'", he wrote in his official report, "it has cost the British government near six million dollars." He may have placed the figure a little high.

Captain Porter and the remnants of his company were placed on parole and returned to New York City on board the "ESSEX, JR." which served as a cartel. Upon his arrival in New York, Porter managed to escape to Long Island's shore and made his way to the city, justifying his action by the change in his status from guest of Captain Hillyar to prisoner. In New York he was received with honor, hailed by the American press as the "Hero of the Pacific" and praised in Congress and in State Legislatures. To William Jones, the Secretary of the Navy, he had summarized his defeat thusly: "We have been unfortunate but not disgraced". The following year Porter "to please his friends" published his "Journal of a Cruise" relating his astonishing far Pacific adventures. There is little doubt that the Salem built Frigate owes her fame to the fact that she was commanded by such outstanding officers who graduated from her decks to deeds and positions of renown in American naval service.

What befell the famous ship after she passed to the British colors is another part of her story. Through research at the Admiralty Office in England, we have been able to ascertain much of interest. We know now that after her last contest, the "ESSEX" underwent extensive repairs and sailed for England in company with the "PHOEBE" and HMS "NEREUS" out of Rio de Janeiro on September 15, 1814. Arriving at Plymouth on November 13th, the HMS "ESSEX" was placed "in ordinary", i.e. in reserve being left unmanned, unrigged and unarmed. Her rating was altered from a 36 gun frigate to a 42 gun frigate and she remained in ordinary for the next ten years. The last indignity was visited upon the "ESSEX" when she was loaned by the British Admiralty to the Irish government for use as a convict hulk at Kingston, Ireland. (In 1870 Captain Henry Preble in his article published by the Essex Institute in Salem repeated the error that this service was at Kingston, Jamaica). The "ESSEX" served in the capacity of a receiving station for criminals until no longer suitable for even this duty. From Dublin, Foreman Henry Bois, who surveyed the HMS "ESSEX" reported in his letter to the British Admirality under date of April 7, 1837, that "she was not in a fit state to be moved". There still exists a batch of correspondence subsequently to ascertain whether the old ship could be stationed at Liverpool as a hulk, probably for the purpose of receiving mail packet stores. Finally there is a clear order from the Admiralty dated June 6th stating that the "ESSEX" was to be sold at auction on July 6, 1837 at Somerset House. We were unable to follow her any further into the by-ways of her voyage to oblivion but the records tell that the sale was consummated and we may assume tha the "ESSEX" was broken up for parts.

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This concludes the present series of articles on the "ESSEX"

NOTES ON THE SOUTH JERSEY OYSTER FLEET

by
Wayne B. Yarnall

Many years ago, natural oyster beds could be found all along the Atlantic coast line, from the St. Lawrence River to the Gulf of Mexico. As oystering became a big business, the smaller beds could not be profitably worked and the industry gradually became concentrated in a few sections of the coast. These sections such as the Long Island Sound and the Chesapeake Bay, are well known, but one area seems to have been lost and almost forgotten. That area is the Delaware Bay along the interior southern New Jersey coast. Here the oyster industry is more than a century old and even today is a five million dollar enterprise.

The natural oyster beds in the Delaware Bay lie on the New Jersey side between False Egg Island and Mad Horse Creek. Here in July the oysters spawn, and after nine months are dredged, culled and then planted in the leased beds of the Maurice River Cove. These planted beds extend over an area from False Egg Island southward to Old Ledge Light and from the Jersey shore in a southerly course to the Atlantic Ocean. It is this transplanting of the young oysters from the natural beds to the leased beds that causes them to rapidly reach marketable size and give such an excellent flavor. Incidentally, this area is the largest oyster producing region entirely under the jurisdiction of any single state in the Union.

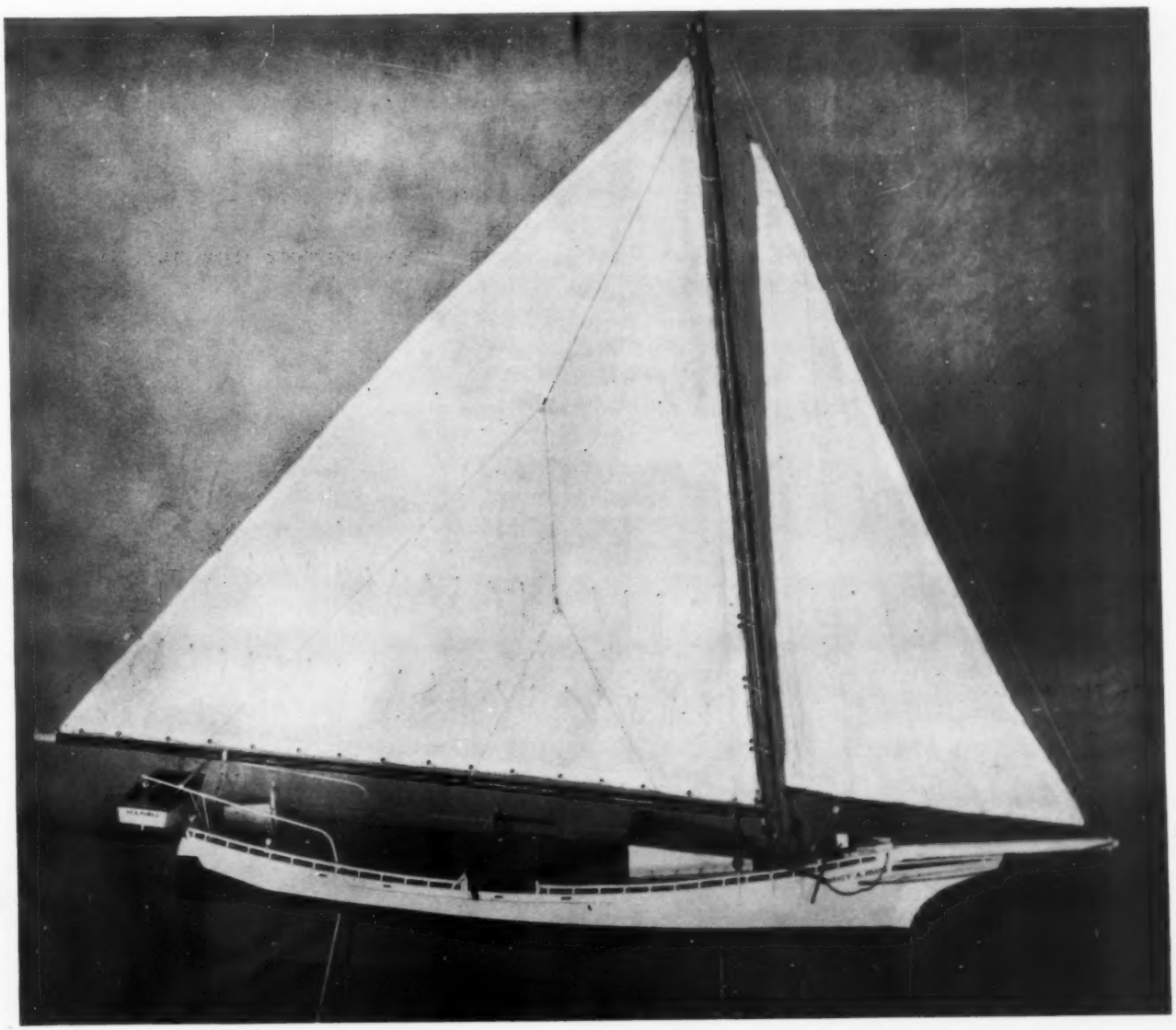
Until 1942, the dredging of the bivalve could only be done by sailing vessels and it is this part of the business that is of interest to us. After 1942, the state permitted power boats to be used, and since then almost all of the sailing craft have been cut down and converted. Occasionally, a South Jersey schooner or sloop can still be found sailing the Bay.

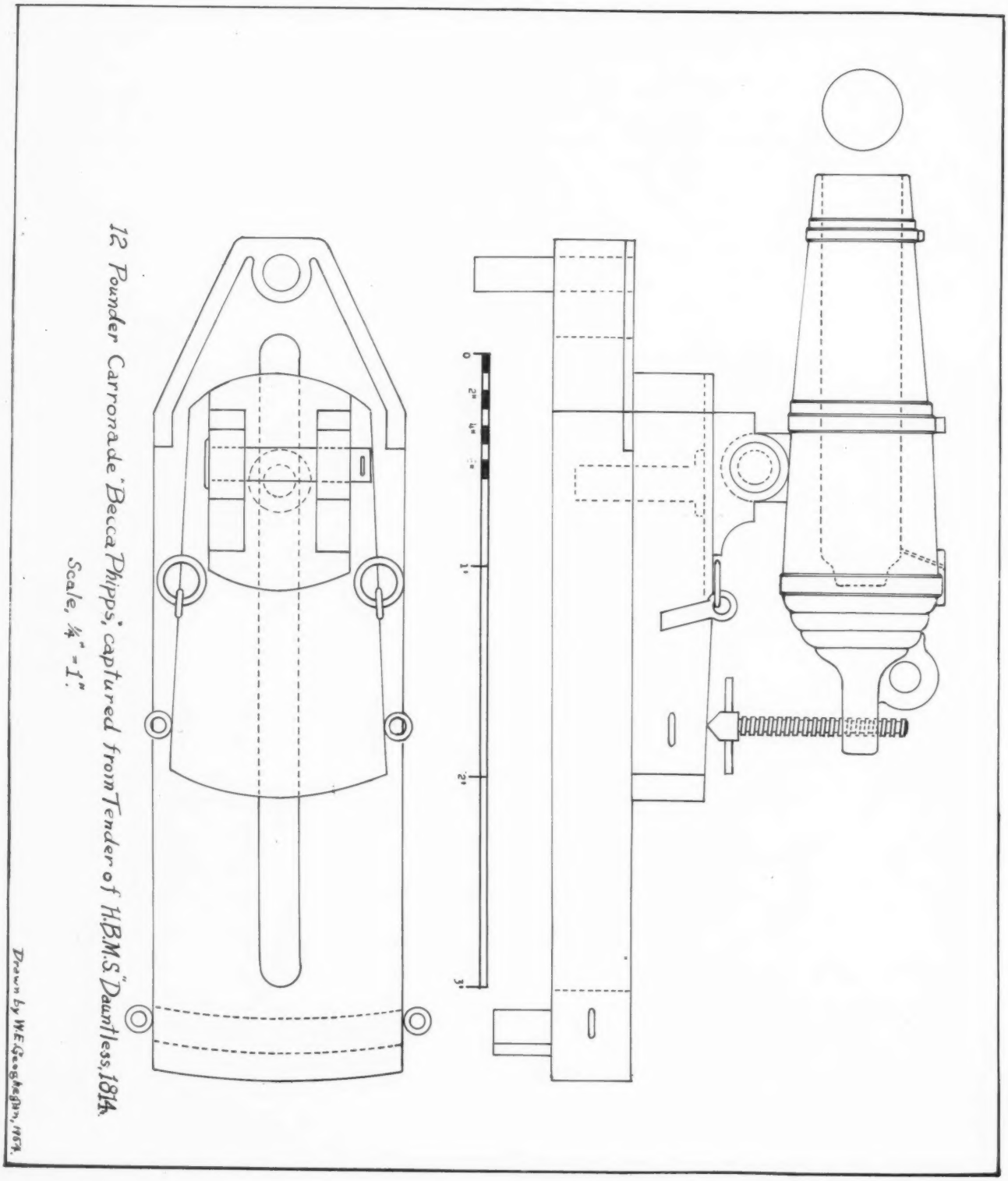
The Oyster Fleet

The oyster dredging craft of South Jersey are local to that area only, being somewhat different from those used on the near-by Chesapeake Bay. Since these sailing oyster vessels have almost disappeared, it is in the interest of preserving the details for ship-modelers and researchers that the following notes are presented.

1. Cat-heads were used on the schooners, but not on the sloops.
2. The name of the sloop or schooner was either carved and/or painted on a name board and fastened on the port and starboard of the bow. The name and port of hail was painted on the stern (transom).
3. After 1910, the standing rigging was wire cable set up with deadeyes. After 1925, newly built vessels used wire cable set up with turnbuckles.
4. The so-called "Chesapeake Bay head" was used extensively on sloops and schooners built before 1920. Also these ships carried carved trailboards, mouldings, and figure-heads. (One schooner, the "Cashier", built in 1849, still has its original "Chesapeake Bay head" and this leads one to speculate whether this type of head originated in South Jersey and migrated to the Chesapeake Bay area, or vice versa.)
5. Fly rails were not used on either sloops or schooners.
6. The schooners built between 1880 and 1900 had outside keelsons.
7. The rubbing strake was set off with a beading.

8. In the late 1920's, the "Chesapeake Bay head" was not built on any new schooners. It was replaced with a heavy round bowsprit, heavily chain-rigged, making the head of the boat very clean.
9. On the schooners, a monkey rail ran from midships to the stern.
10. Sloops and schooners built before 1915, had a bowsprit whose housing was four-sided, outboard eight-sided, and sixteen-sided at end.
11. Oyster boats built before 1900, had an open wood rail from bow to stern.
12. The guards on the sides of the hull were made of wood, with a half round galvanized iron bar set in the face. They ran from a few feet aft of the fore-mast to a beam's length from the stern.
13. All schooners had a continuous scupper from the fore-mast to within a few feet of the stern.
14. Where the dredge rubbed the guard on the side of the hull, a bolster piece was fastened.
15. A very few of the largest schooners carried a jib boom with a dolphin striker.





12 Pounder Carronade 'Becca Phipps', captured from Tender of H.B.M.S. "Dauntless, 1814.

Scale, ¼" = 1'.

Drawn by W.E. Geoghegan, 1957.

16. The pushing mat was mounted on the bow of the push boat, never on the stern of the sloop or schooner.
17. The horizontal dredge roller was mounted on the top of the rail cap.
18. The Hettinger dredge gear was always painted green when it left the Hettinger Iron Works, Bridgeton, New Jersey.
19. The majority of the sloops were skipjack-rigged and were never locally called sloops, only skipjacks.
20. A very few of the schooners were skipjack-rigged; the majority of them being rigged with the conventional schooner rig.
21. The push boat was always carried on the stern.
22. The combination knighthead and hawse piece was a single common timber.
23. The main boom crotch was a 2"x 8" plank lashed or bolted across davits.
24. Color scheme of the schooner:

Bottom ----------copper red.
Water line to rail cap --------mostly all white; a few black or dark green.
Name board--------white or black with name in reverse color; name on stern black on white set off with gold.
Trim--------beading line on sides painted black when hull white; on stern a black and/or gold line was painted to outline the transom.
Masts--------white to boom; white tops.
Boom and gaff--------mostly white.
Deck and deck furniture--------white.
Bowsprit--------white or natural.

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QUERIES

047-1 from Andrew M. Underhill, Jr. - Can you advise where I can purchase plans of the ship SHENANDOAH ex ROANOKE and the 5 masted ship PREUSSEN. I understand there is a possible source of supply of the plans of the SHENANDOAH on the West Coast, but cannot obtain a definite address.

047-2 from Paul E. Vardeman, Jr. - At present I am working on a model of the Ship Sloop WASP, 1806 (Plans from Grimwood). There are a couple of things that puzzle me and am hoping that you may be able to give me some advice. First, would it be proper to rig her with single Bentick shrouds or did the Futtock shrouds fasten to the lower shrouds? Second, when small boats were nested on deck, did the lower boats have their thwarts removed? In Chapelle's book on the Sailing Navy, there are some deck plans which show nested boats and the upper boats appear so low that I am wondering about this. Any advice you can give will be greatly appreciated.

047-3 From a correspondent Ivan Klapper, Haverstraw Road, Suffern, N.Y. who writes: "I am writing you at the suggestion of Mr. John L. Lochhead, Librarian of The Mariners Museum, Newport News, Virginia, relative to the discovery of a derelict ship, in mid-Atlantic, during the year 1881 by the vessel ELLEN AUSTIN. A crew of the ELLEN AUSTIN is reputed to have been put aboard the derelict and, during a storm which followed, the two craft separated. Several hours later, when the ELLEN AUSTIN sighted the schooner for the second time, the smaller boat was again abandoned. What had happened to the ELLEN AUSTIN's men was a mystery; everything was once more in order, but not a soul on board.

QUERIES and ANSWERS (continued)

Information about the ELLEN AUSTIN which I have managed to piece together from several sources, in addition to the above, indicates that the vessel was built in Damariscotta, Maine, in 1854, had three decks with a tonnage of 1813, and hailed from New York. And the New York Times of Saturday, 12 February 1881, furnishes this all-too-brief note in its Arrivals column covering the previous day: "Ship Ellen Austin, (Captain) Griffin, London, Dec. 5, and Plymouth 12th, with mdse. to Grinnell & Minturn."

Can you direct me to any sources of information on Captain Griffin and/or the firm of Grinnel & Minturn?

It seems, incidentally, that the ELLEN AUSTIN had her name changed to META, of German Registry, after the voyage in question. Can you advise me as to where the Log of the ELLEN AUSTIN might be filed? Any help you can provide for my investigation on this subject will be most deeply appreciated.

047-4 From Roy Rogers, 5001 - 14th St., Brooklyn, N.Y. - Would like to know where he can obtain one of Montague Dawson's prints titled "Chasing the Smuggler"

047-5 From Alan McKnight, 160 N. Professor St., Oberlin, Ohio -- writes, "A retired history professor at Oberlin is writing a History of Trans Oceanic Mail Service and is having trouble finding information on two mail packet lines sailing between New York and Liverpool, and New York and London in the 1830's. This sketchy description is all he has to go on. If anyone has any information about such a line, it will be appreciated". -- Note by the Secretary -- Mr. McKnight was advised of the recent publication "The Transatlantic Mail" by Frank Staff (published by John De Graff, Inc., New York) which contains the following data - "Black Ball Line" or "Old Line", New York to Liverpool (Messrs. Goodhue & CO. and C.H. Marshall from 1818 to 1877. "Red Star Line" or "Second Line"; New York to Liverpool (Robert Kermit); from 1822 to 1858, and so on to the "Blue Swallow Tail Line" and "Dramatic Line", etc. The author also indicated the "Black X Line" served New York and London via Portsmouth from 1824 to 1868. The "Red Swallowtail Line (Grinnell, Minturn & Co.) was listed as serving London to New York via Portsmouth from 1824 to 1880.

126-4 Answer to Mr. Law's query about "H.M.S. BEAGLE", by Mr. B. Groen of Winter Park, Florida -- There are two drawings of details of H.M.S. BEAGLE in the "Scientific American" magazine, February 1956, pages 66-67. Further inquiries may be addressed to either the Science Museum, South Kensington, England or National Maritime Museum, Greenwich, England.

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SLOP CHEST

John Lyman, 7801 Gateway Blvd., Washington 28, D.C., advises he has a couple of copies of the 1944 facsimile reprint of Diego Garcia de Palacio's "Instruccion Nautica" to dispose of. This work was originally printed in Mexico City in 1587, and is believed to be the first known work on navigation, shipbuilding and sailmaking published in this hemisphere. It was written up in volume one of the "American Nepturne". Price $4.50 each, postpaid. (paper-bound)

Thomas Hornsby, 537 Boyer Road, Cheltenham, Pennsylvania -- still has some hard to get linen rigging line of various sizes. Please direct inquiries for details to Mr. Hornsby.

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INTRODUCTION OF NEW MEMBERS

BISHOP, FREDERICK W. - c/o Weather Office, P.O. Box 584, Bloemfontein, O.F.S., Union of South Africa -- is a modelbuilder who indicates he is interested in all things pertaining to ships, particularly sail. He is planning to build a sailing model of a four masted barque fitted with radio control and is presently working on the draughts. He hopes to extend present experiments with model catamarans to advanced hull designs.

CURRY, STANLEY Y. - Box 3181, APO 435, San Francisco, California -- established contact with the Guild after reading about the organization in the February "YACHTING". He advises he is interested in nautical history, but unfortunately we do not have Mr. Curry's membership report to provide further details.

KLEBINGAT, Captain FRED K. - 873 - 22nd Street, San Pedro, California -- tells us his nautical interest are "sailing ships owned and operated on the Pacific Coast, especially those engaged in the Hawaii and South Sea trade; also, voyages of discovery in the Pacific and around the World". Captain Kleningat is presently searching for photographs of the FALLS OF CLYDE while under the British Flag and rigged as a four-masted full rigged ship. In a letter accompanying the membership report, was the following paragraph: "It may be of interest to you and Bill Thober especially that I was mate on the "Star of Poland" ex "ACME" on her last voyage, as she was wrecked on September 15th 1918 at Toso Misaki Shiba Ken East Coast of Honshu Japan. After the wreck I became master of the Chinese Bark "Chin Pu" ex "Kaishin Maru" ex "Berendine Osiria" ex "Amstel". Returning to the United States I was put in command of the Am Schooner "Melrose". I continued in her until 1926, later skippering Sailing Yachts on long voyages I may mention Zane Grey's Schooneryacht "Fisherman" which was formerly the "Marshall Foch" of Lunenburg, Nova Scotia. I was in her in 1926-27 on a Voyage to New Zealand and the Southsea."

KLEINSCHMIDT, JAMES C. - c/o Marine Historical Association, Mystic Seaport, Connecticut -- states, "My nautical interests include any phase of maritime lore. American merchant sailing vessels and small craft of a period roughly 1860-1920 take precedence. My job as Marine Maintenance Supervisor at Mystic Seaport makes me responsible for the restoration and maintenance of M. H.A. vessels and small craft."-- Mr. Kleinschmidt has held an unlimited Masters License since 1949 and is a graduate of the U.S. Merchant Marine Academy (1943).

McLAUGHLIN, Jr., DAMIAN JOHN - 4709 Dorchester Drive, Erie, Pennsylvania -- is a model builder and is presently preparing to build the U.S.Brig NIAGARA.

MEADE, JOHN P. -- Stuyvesant Road,, Milton Point, Rye, New York -- indicates his nautical interest covers maritime and naval history (19th century) as well as yachting, etc.

O'CONNOR, MICHAEL J. - 1066 Pine Avenue, Winnetka, Illinois - is interested in building models of ships of the 19th century.

OLDS, IRVING S. - 141 East 72nd Street, New York 20, New York -- advises he is interested in naval history, prints, paintings, etc. dealing with the early days of the U.S.Navy.

SCHROTH, DON - P.O.Box 91, Blue Island, Illinois ---writes, "I met Mr. Arthur G. Henning through a telephone conversation -- during which he suggested that I join the Guild. I am always pleased to hear from other ship enthusiasts or model builders.--I'm primarily a ship model builder and collector -- I started collecting in 1939 with a few German made Viking models. Today, I have about 3500 models in the 1:1200 scale or smaller. Have particular fondness for the American Civil War period, also German and Japanese Navies. --Am in the process of forming a

"Civil War Naval Research Association". NOTE: Mr. Schroth wants a number of publications of the "recognition" type and it is suggested that interested N.R.G. members contact him directly for this list - and others wishing further details on the Civil War Naval Research Ass'n, do likewise. The Secretary regrets that space is not presently available in the JOURNAL for this purpose.

SCOTT, Lt. LAWRENCE A. --U.S.S TENCH (SS-417), Fleet Post Office, New York, New York -- is interested in the history of large sailing craft, particularly as to construction methods, materials, rigging, etc. The Lieutenant also has a preference for ship model literature, whaling and naval (sailing) warfare, and submarine construction and design.

CHANGES OF ADDRESS

FLYNN, JOHN J. - 1625 Wilson Avenue, Chicago 40, Illinois

JENKINS, M/Sgt. EDWARD W. - 3330th Tech. Trng. Wing, Keesler AFB, Mississippi

KRESKA, WILLIAM P. - 2715 Alma Street, Palo Alto, California

DIVISION OF NAVAL HISTORY, U.S. NATIONAL MUSEUM, SMITHSONIAN INSTITUTION, Washington (25), D. C.

STEVENS, JOHN R. - c/o Marine Historical Assoc., Mystic Seaport, Mystic, Conn.

DECEASED

Captain Bertram D. Bent, formerly of Arlington, Massachusetts - passed away last March.

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Topsail Schooner "FANNY"

The customary ship plan insert this issue will require some further research in order to develop deck details and rigging particulars. Times was not available to the Secretary to assemble such material for the members, but he will welcome all contributions on the subject for future presentation. It is very probable that the history of the FANNY is well known and can be ascertained without too much trouble, and will be most welcome to go along with any construction details that may be received.

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SHOPNOTES from John J. Flynn

Blackening Brass --First Method:

This method is used to a large extent in factories and machine shops, and is readily adaptable to the facilities of the amateur. It is usually carried out in the following manner: The brass part is thoroughly cleaned of all paint, grease, etc., by any convenient process, such as scraping, buffing, applying chemical solvents, etc. In all cases, however, the cleaning process should be finished by washing in warm soap and water, followed by a thorough rinsing in clean warm water. In order to bring the metal surfaces to a uniform temperature throughout, the article is then submerged in boiling water for about three to five minutes depending on its size. This is a very necessary step which is all too frequently omitted, with mediocre results in the end. After the article has reached the temperature of the boiling water, it is submerged for three to five minutes in a hot (150° to 160° F.) blackening solution composed of 3/4 oz. sodium thiosulphate, 1/2 oz. lead acetate, and 1 pint of water. If at the end of this time the depth of color is not sufficient, the article is again placed in the boiling water for three to five minutes and again in the hot blackening solution for three to five minutes. This process can be repeated until almost any desired depth of black is obtained. The article is then washed thoroughly in warm water and dried. A good rubbing with a soft rag will remove any loose deposit and leave the surface a rich, velvety black.

NAUTICAL RESEARCH JOURNAL

PUBLISHED BY THE NAUTICAL RESEARCH GUILD

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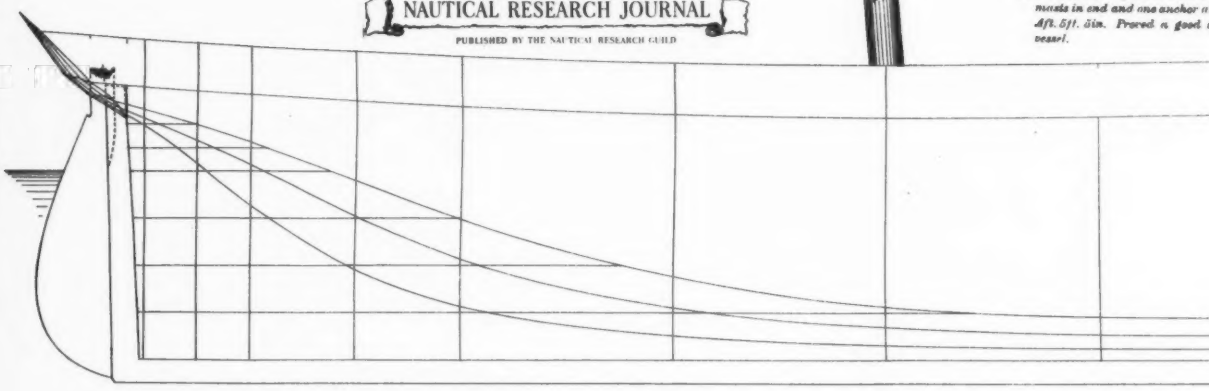
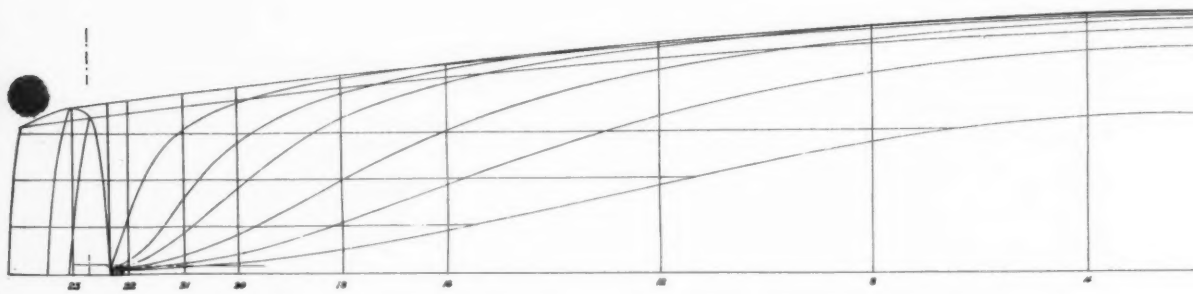
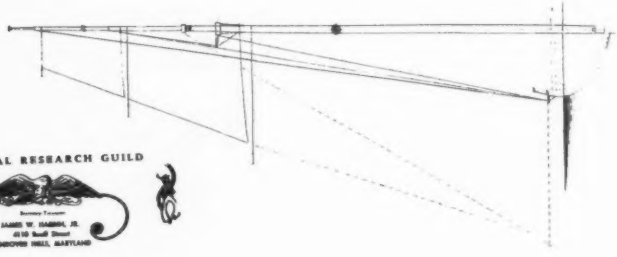
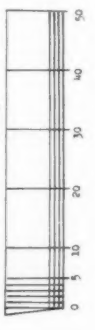
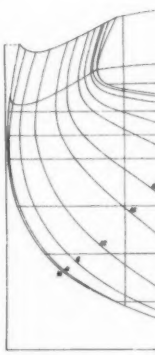
Built in 1853 for general busines
masts in and and one anchor
Aft. 5ft. 5in. Proved a good
vessel.









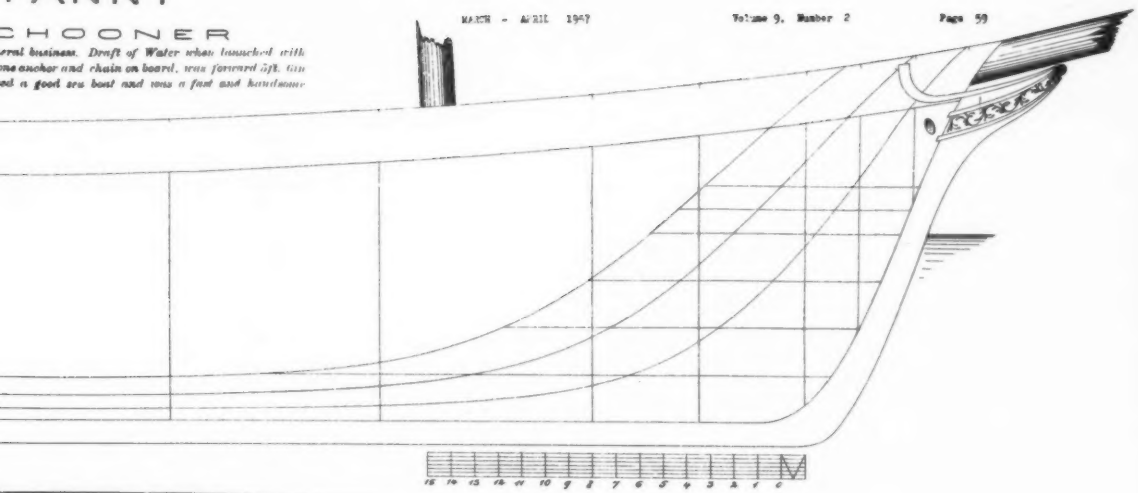


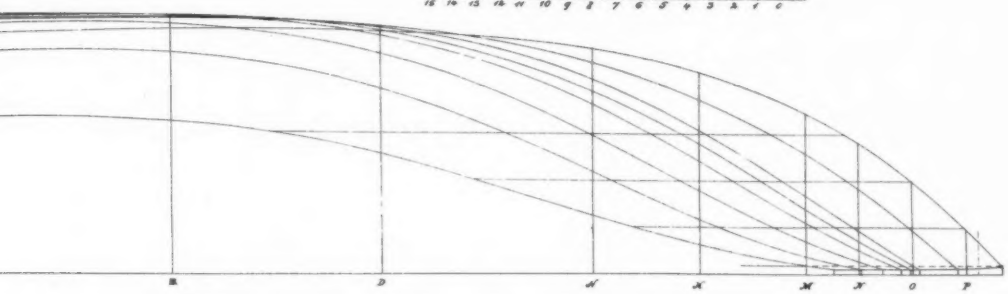
NAUTICAL RESEARCH GUILD

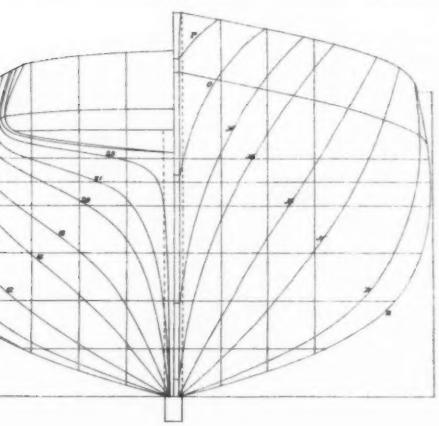
FANNY

CHOONER

eral business. Draft of Water when launched with
ne anchor and chain on board, was forward 5ft. 6in
ed a good sea boat and was a fast and handsome





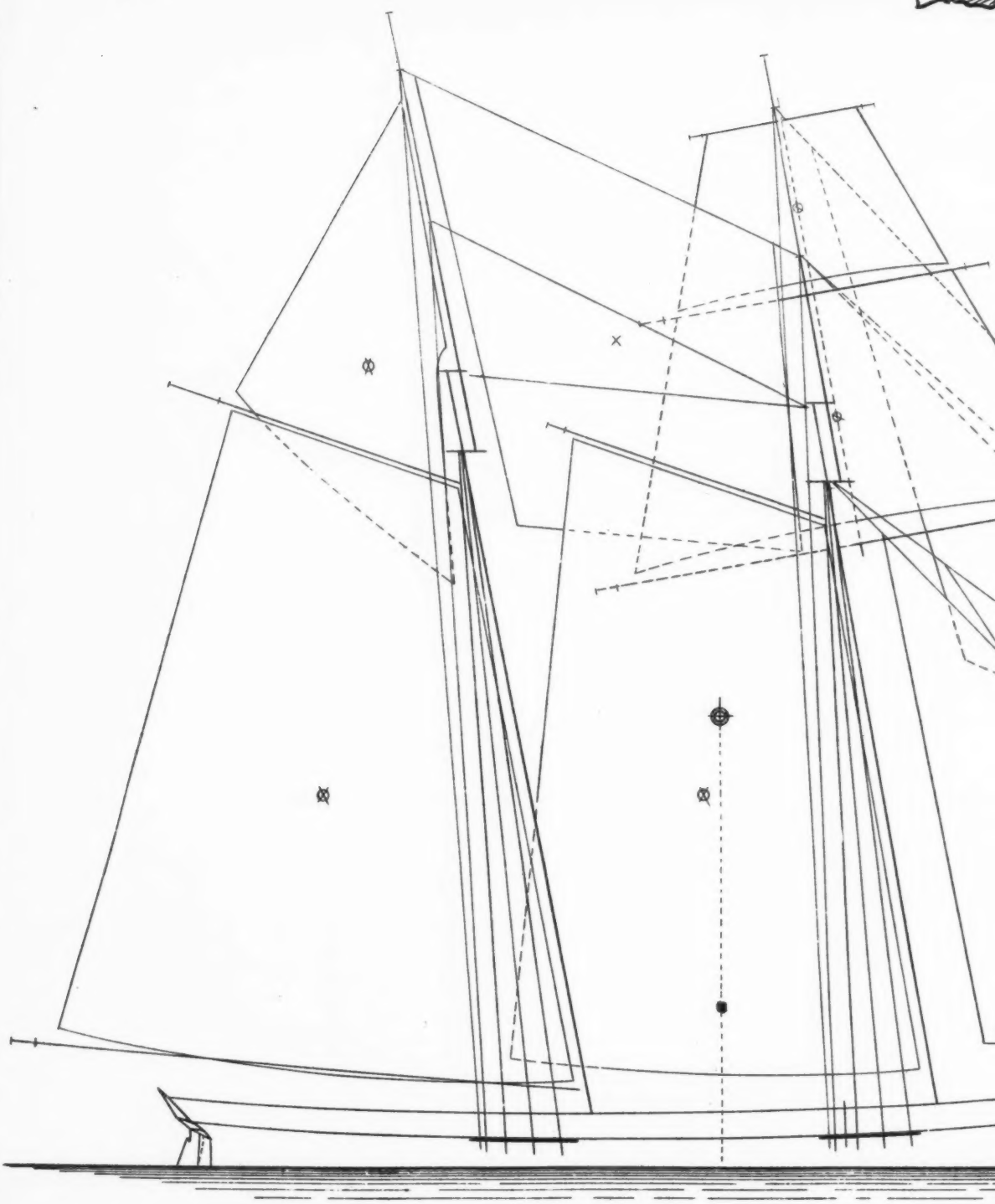


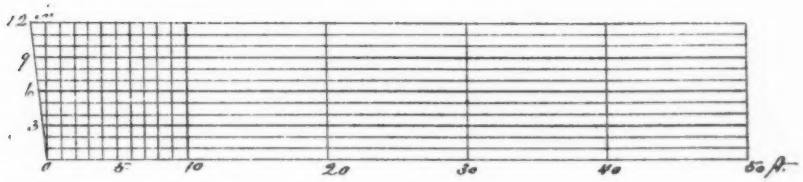
Schooner FANNY

LENGTH ON DECK	85 FT. 6. IN.
BEAM MOULDED	21 " 2 "
DEPTH OF HOLD	9 "
TONNAGE C.M.	150 tons

DESIGNED AND BUILT BY THE
WEBB SHIPBUILDING COMPANY
OF NEW YORK, NEW YORK.

Plans from "Webb Institute
of Naval Architecture"...
Volume One ..

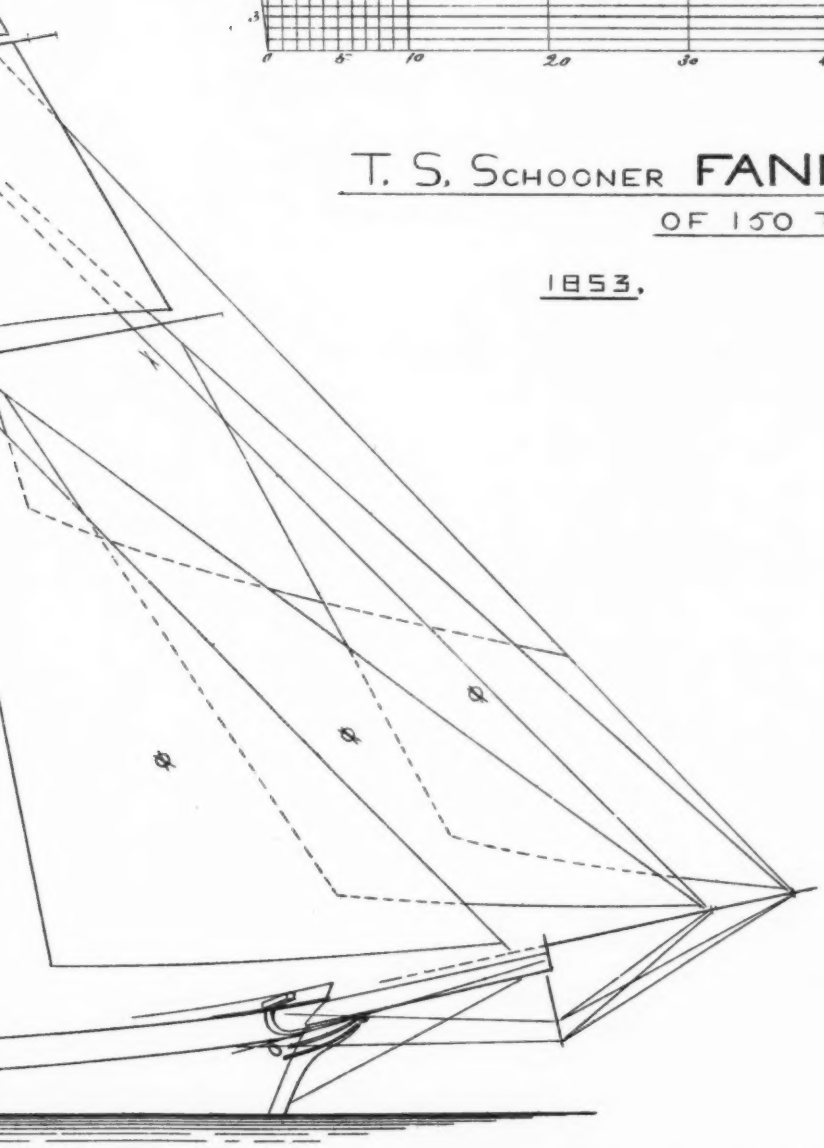




T. S. Schooner FANNY.

OF 150 TONS. C.M.

1853.



SECOND METHOD

In carrying out this process, the article is cleaned as previously described except that in this case it is not quite so necessary to remove all traces of grease because one of the chemicals in the blackening solution is a good solvent for most greases and oils. The cleaned part, at room temperature, is submerged for about five to ten minutes in a blackening solution, also at room temperature, composed of 16 fluid ozs. of ammonia water and 1 oz. copper carbonate. If the depth of color is insufficient at the end of this time, it should be returned to the solution for an additional five to ten minutes. This solution should be made up fresh for use as it will deteriorate in about a day's time.

The reason for selecting this formula is merely the fact that the chemicals can be cheaply and easily obtained. The copper carbonate can be obtained from the local druggist, while the ammonia water can be purchased in any grocery store. The variety of ammonia usually employed for housecleaning purposes is admirably suited for this formula.

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LETTERS TO THE SECRETARY

From Major Robert Huebner, MD, U.S.Army Hospital, Heidelberg, Germany --

> You and I corresponded sometime back relative to the type of vessels seen here on the Neckar and Rhein rivers. Unfortunately, my interest is largely only those vessels which are propelled by forces of nature's winds, and, largely, the vessels seen here on the Neckar and Rhein are steam barges, steam tugs, all cargo carriers. Cargo, of course, as you well know, moves down, or up, the Neckar, to the Rhein, which then flows north on up to Amsterdam, being one of the few rivers in the world which flows north. The traffic is largely barges carrying all sorts of things, from automobiles all the way down to gravel. Sailing vessels are rarely seen or rarely used, other than for small pleasure craft that I have seen on the Rhein; however, on two occasions, once near Strasbourg and a second time near Mannheim, I did see two small cargo sailing vessels which I estimate to be probably fifty or sixty feet in length, piled high with lumber and resembling the Pinky type vessel which we know at home. I'm afraid I cannot give you anything more specific than that, and I have not been able to get any pictures; however, if any of the members have any particular interest in vessels of this area, or if I can be of any help in looking for anything while I am here in Germany, I shall be most happy to do so.

From George W. Howe, Editor, Thames Shiplovers Bulletin, 49 Westernville Gardens, Ilford, Essex, England -- "I have been receiving your "Journal" regularly and the Society (Thames Shiplovers and Ship Model Society) is very happy to have it. etc. The immediate object of this letter is to advise you of our Rally of Sailing Ship Models in case any of your members may be in London at the time. Their welcome is assured, and among those who are certain to be there will be W.O.B. Majer (Editor of the Wembley S.M.S. publication "Sheet Anchor"), "Janus", Edward Bowness (:Ships and Ship Models"), Norman Ough 9 warship expert) and, in fact, practically everybody who is anybody in the model world over here.

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The Secretary's Bi-Monthly Report to Members of The Nautical Research Guild

Some extremely interesting material has been made available for publication this year and the Secretary sincerely hopes that reports from members of the Guild will continue to flow his way. The third issue of the JOURNAL will contain the concluding chapter of Mr. Dennis's article on rigging a lugger and Mr. Tucker's report on the guns of the Jamestown Fleet. There will be other selected features that should prove of interest and the 1957 adjusted Membership Roster will be a definite part of the program.

There is quite a backlog of correspondence remaining to be answered by the Secretary and the kind forbearance on the part of the correspondents is requested. A reply to each and every letter will be prepared at first opportunity.

The Nautical Research Guild is now in proud possession of a complete set of "Merchant Sail" published and donated by the Fairburn Foundation. This monumental set of references has been made available to all of the notable maritime libraries in the Nation and we are proud to have been included in the distribution. More details about the work will be made available in a subsequent issue of the JOURNAL.

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LETTERS TO THE SECRETARY (continued)

The date is Sunday 7th July, and the venue is the Round Pond in Kensington Gardens - right in the West End of London, and easily accessible. The Pond lies just off the Broad Walk in the Gardens, the best entrance to use being the one in Bayswater Road, almost immediately opposite Queensway Station on the Central (Underground) Line.

Model owners start arriving about 10:30, and by noon there is quite a lot of activity with models rigged and on the water. Judging takes place in the early afternoon, and about 3 o'clock the sailing match for models of Thomas Barges takes place. Trophies and medals should be presented at 4 o'clock, and that is the "official" end of the day. Light refreshments of tea, biscuits, etc. are usually available.

I can only reiterate that we shall all be very pleased indeed to see any visiting model makers who care to come along and make themselves known to us.